

USE G-L FANS AND BLASERS



ANDERSEN MEYER & CO., LTD.

**TO-DAY.**  
Theatre Royal—Banyard Col  
presents "Hello, Hawaii"—9.15  
p.m.  
Victoria Theatre—9.15 p.m.  
Coronet Theatre—8.15 p.m.







## GENERAL NEWS.

## THE OBJECTOR'S WIFE.

The East Ham War Pensions Finance Committee recently decided that the wife of a conscientious objector serving a sentence of nine months' imprisonment at Wormwood Scrubs was entitled to separation allowance. Mr. Allwright, a Labour member, pointed out that the man was technically a soldier or he would not have been tried by court martial. The wife, moreover, could not be held responsible for the acts of her husband.

## WELCOME HOME.

Lieutenant Colonel J. Obed Smith, Commissioner of Emigration for Canada, states that a hearty welcome is being prepared in the Dominion to the 30,000 or 40,000 British brides of Canadian soldiers who are awaiting means of transport to their new homes. Parties of women from all the big cities meet the steamers at the home port and travel with those brides who are going to their particular district, while in addition all the women's societies in the Dominion are devoting their energies to ensuring the welfare of the travellers.

## SECRET DOCUMENTS STOLEN.

The Daily Express reported a sensational robbery which was carried out at Paddington Station on March 13. A bag containing documents and contracts of considerable importance, in addition to numerous valuables, was removed from a compartment in an express train bound for Bristol. The owner of the bag, it is stated, occupies a very prominent position in the country, and the circumstances under which the bag vanished are, at present, a mystery. Chief Inspector Savage and other officers of the C.I.D. investigated the affair, but had failed to discover the thieves.

## GUERNSEY STATES TO BUY THE ISLAND OF HERM.

Herm, one of the Channel Islands which before the war was leased to a German company (the West Bank Lignite, Ltd.), and was sublet to Prince Blucher von Wahlstatt, was the subject of discussion by the Guernsey States, who decided to make representations to the Government for its purchase. The island is a mile and a half long and half a mile broad and contains about 320 acres. Its principal attraction to visitors is its shell beach, covered with shells which form a bank three quarters of a mile wide. It dominates St. Peter Port and St. Sampson and the main channel for shipping.

## COMRADES OF THE WAR.

A pleasant feature of the "after the war" era is the setting up of innumerable regimental and divisional associations. The "Devil's Own" are thinking of establishing a permanent club of their own. In some cases it is merely a question of a dining club, and in others just an annual dinner; but in all the schemes there is the common link of a desire not wholly to lose touch between the comrades of the war who are now being scattered so widely. These meetings should have their own use, apart from their immediate purpose, in promoting a better understanding between the various classes of society; and they will keep green the fragrance of real chivalry.—Exchange.

## BRITISH RUBBER INDUSTRY.

Mr. B. D. Porritt recently delivered an address before the Society of Arts, London, in which he pointed out that Great Britain's predominant position in the rubber world is here as a producer, not as a manufacturer. Some 75 per cent. of the raw rubber of the world is now supplied by the British Empire. Speaking from the manufacturer's standpoint, Mr. Porritt did not attempt to disguise his regret that Great Britain, though second as a manufacturer, is quite hopelessly behind the United States of America, America consumes 177,000 tons to Great Britain's 26,000 tons. The contrast marks the British rubber trade, however important in itself, comparatively insignificant. The British manufacturer will have to strain every nerve if he is to make up leeway. Everything, in Mr. Porritt's opinion, depends upon technical efficiency. With that at command, the British manufacturer has an "almost undeveloped field" open to him. "When we consider that the population of the Empire is estimated at over 400 millions, or one quarter of the entire world, ample scope should exist for future expansion whether it be by an increased export trade from Great Britain

or by the development of manufactures in its colonies and dependencies." As a chemist, Mr. Porritt is naturally not disposed to understate the importance of synthetic efforts or of the uses of waste rubber. He is, however, reassuring as to the possible effects of either on the market of the natural article. Reclaimed rubber, he said emphatically, cannot give a product comparable in physical properties with one of equivalent composition prepared from fresh rubber. As for the "fascinating problem" of synthetic rubber he enters what one can only regard as a rather amusing plea. He assures us on the one hand that the industry would seem to have no ground for anxiety as to the future on the score of cheap and plentiful supplies. On the other hand he urges that it would be unwise to neglect any precautions to ensure an alternative source in the event of some unforeseen reduction taking place in the output of natural rubber. Synthetic rubber, he has no doubt, will ultimately be achieved; meantime the chemist has to understand the fundamental properties of colloids and the constitution of caoutchouc. That he will only succeed in doing if he is taken out of the commercial sphere and left free by Government or trade subsidies to pursue his researches.

## SIR DOUGLAS AND LABOUR.

Sir Douglas Haig has one certain asset in his position at the Horse Guards. He knows many of the Labour leaders personally, and commands their respect. Should he have to deal with any forms of public unrest, this personal friendship will be of a great value. Out in France the late Commander-in-Chief was constantly entertaining Labour delegates. In 1916 his frequent messages to Ben Tillett became rather a joke, for all such messages were published in orders and seen by the troops. However, wiser advisers told him that there were other men in the Labour world besides Ben. Accordingly he has seen most of the prominent men since that time. J. H. Thomas, in particular, has been on such intimate terms that he now speaks of the C-and-C as "Douglas". Mr. Smilie, however, has persistently declined all invitations to visit C.H.Q.

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## SPAIN.

## ROLE IN THE NEW WORLD.

I had an important interview with the Prime Minister, Count Romanones, and obtained from him the reasons which led to his recent resignation, which the King declined to accept, says Mr. Edwin Cleary, the special correspondent of the Daily Express. The count said:

"Obstructionist tactics were coupled with the taunts of these factional leaders who had promised their loyal support to the Government in order to pass the Budget, and other urgent legislation became unbearable. It was clearly impossible to proceed along these lines if Spain was to be ready to take her place in the new society of nations. I was therefore reluctantly compelled to lay before the King the resignation of the Ministry. This explains the recent crisis. It will also explain why the King declined to accept the resignation of the Cabinet, reiterating his confidence in our programme and insisting on my remaining at the head of the Government."

"To this end, and with the full sympathy and support of the King, the Government has gladly taken the initiative in the construction of a direct double-track railway from the French frontier to the port of Algiers. The scheme has already passed the Senate, and is now before Congress. This railway will be the connecting link between Europe and Africa, and, with the development of African lines, it will become the short route to the Cape, the Congo and South America. It will be Spain's contribution to the rapid development of world commerce and the opening up of Africa. Our country has reaped great financial profit through its maintenance of neutrality in the war, and we are now glad to repay in part our debt to the Allies which made this possible, and assume our share of the burden in the development of new and profitable commercial markets by constructing this essential artery of commerce. While all the world will equally reap the benefits Great Britain and France, the two greatest manufacturing nations, will receive the major profits in Morocco and the occupation of our own territory."

Spain will also participate in this by reason of our position and interests in Africa and our cultural bonds with Spanish-American countries. The Government has other development plans which it hopes to carry out as soon as possible, and which will demonstrate to the world that Spain fully realises her international obligations and her geographical trade position, and is prepared to meet them for the common good."

The attention of the count was invited to the agitation in the French Press over the proposed exchange of Ceuta for Gibraltar. In explanation he said—"In this wish is apparently rather to the thought. The French colonial party who are vociferously advocating the construction of these essential lines of communication (between Morocco and the occupation of our own territory)

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|---------------------------------------|--------------------|
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| C & B Pickles, Mixed and Mustard      | 90 "               |
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#### ACKNOWLEDGEMENT.

Mr. and Mrs. R. Wallace of 4, Stanley Terrace, Quarry Bay, desire to return thanks to all friends for their kind expressions of sympathy and for floral tributes received by them in their sad bereavement.

## The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 13, 1919.

### INDUSTRIAL DEMOCRACY.

Since the war, the forces of organised Labour have come prominently to the front in their demands for higher wages, shorter hours and better all-round working conditions. That in many instances, these demands have reflected genuine grievances there can be no shadow of doubt. It is equally true that there have been amongst these Labour agitators men whose aim is to work as little as possible, on as high a wage as they can wring from their employers, and men who, in their demands, take no account whatever of the question of production. Australia is a case in point where hours have been shortened and wages enhanced by legislative enactment, and from what we can hear, the consequence has not in every case been of benefit to the country or, in the long run, even to the benefit of the workers themselves. In some of the copper mines, especially, the demands of the Labourites have necessitated shutting down, and there are competent observers in that country who predict serious industrial complications in the future. However, we can well believe that in all countries there is justification for a better regulation of labour conditions in favour of the worker, and we shall probably see good work done in this direction by the International Labour Convention which has been incorporated in the Peace Treaty, when once it settles down to grapple with the problems with which it will concern itself.

But there are other means of improving the workers' lot than through the medium of the Unions, as we are reminded by some facts which have just been made public in the United States as to the result of "industrial democracy" as now applied in that country through shop committees and other forms of employees' self-government. Under this system, employees elect a "House of Representatives" composed of one delegate to every thirty voters. This body keeps a look-out for possible economies in the factory. It is stimulated by the fact that the owners divide evenly with the workers any saving from more careful handling of raw materials, punctual and regular attendance and such matters. The resulting dividends, we are told, have varied in one factory from six to 17½ per cent, a dividend of 15 per cent, meaning an addition of \$3 to a weekly wage of \$20. An interesting point is that the employees' legislature works out rules by which absentees lose their proportionate share in the dividends and establishes group insurance, paid for out of dividends by the employees themselves. One such body has secured the reduction of weekly hours from 53 to 50, and an increased production of 8½ per cent, followed. A subsequent decrease from 50 hours to 48, brought about another increase in productivity.

The above figures concern a comparatively small shop, but we read that experiments of the same sort are now being tried in the plants of such concerns as the Midvale Steel and Ordnance Company, the Hercules Powder Company, the General Electric Company and the Standard Oil Company. Representatives of both management and employees from these companies at recent conferences of the New Jersey State Chamber of Commerce reported success so far and hope for the future. When we read of facts like these, we can see what good results can follow from real co-operation between employers and employed. Under the method of making concessions to organised Labour, the result of restricted hours is all too often a lower measure of productivity. But in such a scheme of "industrial democracy" as we have quoted, it is in the employees' own interest to prevent slowing down and irregular attendance. The movement is one of intense interest, the more so in view of the fact that in the near future Labour problems will more likely be dealt with on international lines.

### NOTES AND COMMENTS.

#### SHANTUNG'S FATE.

Silence is not always golden, but the only occasions on which it is permissible to apply the exception are those which demand speech so that the moral of the general rule shall be preserved intact. But Baron Makino, in his statement regarding Shantung, whilst breaking the rule, hardly complies with the requirements of the exception. He no doubt realises that some kind of a statement can no longer be withheld and consequently informs Reuters that Japan intends to return the Shantung Peninsula in full sovereignty to China. So far so good. By his next statement, however, the Baron proceeds to strip the rule of its golden maxim for the purpose of transferring the gilt to the Shantung pill which, it appears, China is expected to swallow. But there is not sufficient of the precious substance to go round, with the result that the gilding process presents a somewhat patchy job. As we predicted a few days ago, the return of Shantung to China carries with it conditions, but we did not anticipate that enlightenment on the point would be provided so soon, and now we do know what those conditions are we cannot say that we are any the more comforted in knowledge than we were in ignorance.

#### SOME OF THE TERMS.

So far as can be seen, the terms on which restitution is to be made to China constitute the return of something by Japan which Germany had not taken away, i.e. China's sovereignty of Shantung, coupled with the retention of all that Germany was able to fish in the beginning. Japan is to retain the economic concessions granted to Germany and the right to establish a settlement at Tsingtau. In what is left to her, China will find just about as much consolation as the man who wakes up in the morning to find that he has been deprived of all his valuables and whose measure of satisfaction is that he still has his house left to him. We are next informed that the railway is to be a joint concern, and China is to have the privilege of supplying the men to police the railway, but they are to be under Japanese instructors, selected by the directors of the joint concern. When they are selected, the Chinese Government is to have the further privilege of appointing them. We fail to see that it matters one iota whether China or Japan selects and appoints the instructors since they are to be Japanese in any case, and China would have saved a good deal of expense if she left the whole business of policing the railway entirely to Japan. Baron Makino is silent on one important point and that is as to how long this arrangement is to hold good. We cannot think it is intended to be a tentative measure only. Candidly speaking, as the matter now stands, we do not like this business. We cannot find one single clause in the Covenant of the League of Nations with which it can be reconciled. On the contrary, there are many clauses in that Covenant that would justify the unconditional return of Shantung to China, just as much as they justify the unconditional return of Alsace Lorraine to France. Meantime, China would be well advised to follow dignified and constitutional methods in pressing her claims to the notice of the Powers.

Charged with trespassing on the Kowloon-Canton Railway premises at Kowloon, a Chinese was to-day fined \$5 by Mr. R. E. Lindell. The explanation this Chinese offered was that he went into the premises with the intention of getting the arrears of his wages. A Chinese watchman, who made the arrest, stated that the man was an ex-employee at the yard, but had been paid all his wages.

#### THE FIUME QUESTION.

All who wish to see the preservation of harmony between the Allies will read with much satisfaction the telegram giving details of the compromise upon which Italy has decided to reopen discussions regarding the future of Fiume. The idea is that this port be administered by Italy as Mandatory for the League of Nations until 1923, when a port a few miles distant be built for the Jugo-Slavs, whereupon Fiume will belong to Italy. This proposal has been made through the medium of the French Ambassador at Rome, who was no doubt empowered by the other Allies to submit it. By following some such method, it ought to be possible to meet the wishes of all interested, and reassure Italy that there is no unfair discrimination intended against her. In a peace settlement of the magnitude now in hand, it is inevitable that differences should arise, and the best and safest way in which to dispose of these is, as in this instance, on a basis of compromise.

### DAY BY DAY.

#### MOST MEN ARE MORE PROMPT ABOUT PAYING A GRUDGE THAN A DEBT.

Telegraphic communication with North China has been restored.

Mr. H.B.L. Dowbiggin arrived from Shanghai, this morning, on the s.s. Paul Lecat.

The Bowls Section of the Civil Service Club will be at home on Saturday, 17th inst., when sports competitions will be held between that Club and the other Bowling Associations of the Colony.

Mr. N. I. Brewer, partner of the late Mr. J. Flynn Anderson, is about to proceed shortly to Singapore to make the necessary arrangements for the publication of the Singapore Dollar Directory for the year 1919-20.

Mr. J. B. de Freitas, Consul for Portugal at Shanghai, and Mrs. Freitas, as well as M. B. Rhein, the French vice Consul at Shanghai, are passing through the Colony, on the s.s. Paul Lecat, en route to Marseilles.

A Chinese was yesterday found by the Police in possession of a water tap which had evidently been purloined from a house. As he failed to give a satisfactory explanation, he was to-day fined \$25, or, in default, one month's hard labour.

Last evening a Japanese launch almost ran down a sampan in harbour. A collision appeared inevitable, and was only averted by passengers on a Star ferry-boat shouting to those in charge of the launch and thus warning them of the danger.

Invitations have been issued by Messrs. Dodwell and Co. and the United Asbestos Oriental Agency, Ltd., for the opening of their new godowns at Tai-Kok-tai on Monday next. Two of the companies' launches will leave Statue Wharf at 3.30 p.m. for the godowns.

The communicable diseases notified last week were 36 cases of plague (27 deaths), six of cerebro-spinal fever (two deaths) and one non-fatal occurrence of enteric, all the sufferers being Chinese. For the 48 hours ended yesterday, there were 13 cases of plague (11 deaths) and one fatal case of enteric.

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Three local gentlemen had a rather tedious experience, last evening, when proceeding to the top floor of a certain building in the lift, which got half way between the second and third floors and then refused to budge. It was over half an hour before the mechanism was put in order. One of the gentlemen was late for dinner and we understand the excuse given, which happened in this case to be correct, was not accepted.

One of the delicacies which went to make the "chow" of a Chinese living at No. 7, Austin Road, was a certain sort of herb. That this delicacy did not agree with him was evidenced by the queer feeling he experienced after his meal. This feeling gradually assumed alarming proportions until it was finally discovered that the herb in question had more poisonous than nutritious qualities. The doctors at the Kwong Wa Hospital are now endeavouring to relieve the man's pains.

### AN ISLANDER'S DIARY.

#### [BY "AJAX"]

After a very hot spell, when the temperature often went over 80 degrees, we seem to have started the monsoon, and for the last few days it has poured pretty heavily. Our interest has been concentrated on the text of the Peace terms that have been dribbling over the wires. There is nothing of importance to chronicle and we are going on in the even tenour of our ways.

A very interesting story was told me a few weeks ago regarding Lt.-Col. Ward, who is with his battalion in Siberia. Somewhere in that part of the world, one evening, at dusk, the gallant M. P. spotted a figure moving a short distance away. Requisitioning a rifle and a hundred rounds of ammunition from one of the "boys," Lt.-Col. Ward kept up an incessant fire—bang—bang—bang—but none of the bullets seemed to have hit the objective. Eventually the figure came closer and, to the surprise of all, it was not a Bolshevik but a Japanese General!!!

One of the many things that Hongkong needs is a commercial museum. The Japanese Government has established a commercial Museum at Singapore, which is designed to serve as a central base of Japan's commercial operations in the South Sea Islands. Not only will merchandise be exhibited but all investigations relating to trade and commerce will be undertaken, while it will be a medium for bringing Japanese merchants into direct relations with possible customers for their goods. Why shouldn't we have such a museum located in Hongkong to foster British trade. The collection of samples and exhibits will naturally take time and the development of the Museum must necessarily be gradual. The Museum, if established, should contain samples of the principal manufactures imported into Hongkong from all foreign countries and also representative samples of the corresponding Hongkong manufactures. It should also contain samples of goods marketed in foreign countries which Hongkong and China must be in a position to supply. There should also be exhibited representative samples of raw materials exported to foreign countries. The samples exhibited should be supplemented by catalogues and price lists, which should be kept continuously up-to-date by printed statistics, wherever possible, showing the extent of the various markets in China and abroad and by other information explanatory of the details of the trade. Such a Museum would be a valuable addition to the resources of Mr. Brett's department and a means of bringing manufacturers and traders together, conducting as well to the development of the natural resources of the Colony.

At a meeting of the Chamber of Commerce to-day Mr. E. V. D. Parr, of Messrs. Mackinnon, Mackenzie and Co., will be nominated to represent the Chamber on the Legislative Council during the absence on leave of Mr. P. H. Holyoak. Apropos of this appointment, it would be interesting to know from Mr. Parr whether he thinks he has any right to advance his views at the Legislative Council even when they are hostile to those of the Committee and of the majority of the members of the Chamber of Commerce. This is a very interesting point. Is the representative of the Chamber of Commerce on the Hongkong Legislative Council merely there mandatory and is it obligatory on him to sacrifice his personal views when they are opposed to those of the Chamber of Commerce? A rational view would appear to be that a member of the Legislative Council, elected by the Hongkong Chamber of Commerce, should represent the views of the Chamber if he is in agreement with such views and if he is not in agreement with such views and cannot advocate them he should tender his resignation.

In this connection I may state that Mr. Ronald, President of the Bengal Chamber of Commerce, recently contended that long as it serves this purpose so long will the shibboleth "Constitutional Reform" be a bye-word among the citizens. A man's worth should be reckoned by what he is, and not by what he has, is the good advice for the Constitutional Reform party.

### A BOLD THIEF.

#### CHUNKED UP A PAWN TICKET.

Mak Wan-tung is a thief who works in a different way from the majority of his confreres. The latter believe that the greater degree of safety is obtained by working on sneak methods, but Mak holds a quite an opposite view. He believes in working openly and daringly, and he carries his work into territories where the more timid of his brethren fear to follow. That he was justified in his procedure may be gathered from the statements made in the Police Court in regard to his activities. His latest exploit, and his last one for some time to come, occurred yesterday. He went to the servants' quarters at No. 1, Carnarvon Road, Kowloon. An amah met him, and to her he explained that he was coming to pay a visit to his friend, the house-boy, who happened then to be conveniently absent. The amah swallowed his statement without demur, and conducted him to the "boys' room. Once in the "boys' quarters, the thief set about to see what he could steal.

A jacket was hanging on the wall, and he took it down and folded it under his arm. Curiously enough, the amah, who was a witness to his act, raised no objection. Her suspicions were not aroused even when the thief took his departure with the jacket. The "boy" later returned from a walk, and when he heard that a "friend" of his had come and gone away with his jacket, he set out to search for him. He came across Mak in Yau-mati. Mak had already taken time by the forelock by immediately disposing of the stolen jacket at a pawnshop. He had the pawn-ticket with him when he was arrested by the "boy." Before the boy could interfere, Mak put the ticket into his mouth and calmly chewed it up into unrecognisable fragments, the while looking mockingly into his baffled captor's face. Mak's coup was of no avail. His fond hope that no "case" would be brought against him was shattered by the successful location of the pawnshop by the Police. He has now to do one month in gaol.

### FRENCH TROOPS IN HONGKONG.

#### RETURNING FROM SIBERIA.

Amongst the passengers proceeding to Marseilles on the s.s. Paul Lecat are over 350 officers and men of the French Colonial Infantry, many of whom have seen service in Siberia and were present at engagements at Oussourie and Tchinnu, under Major Mallet, of the French Army.

The men also took part in big engagements at Dukovskoe, in conjunction with Japanese troops, against the Bolsheviks, on August 23, 1918, and also at Goumerovo, on December 23, 1918. Seventeen of the men now on their way home sustained wounds, four have died and 39 have suffered severely from frostbite.

Major Mallet who commanded the men during the whole of their time in Siberia, is now in command of the French battalion at Omsk.

came to the conclusion that a Commerce Member on the Council is not a free agent. The question is whether any understanding exists between the Hongkong Chamber of Commerce and their Council representative as to how he should conduct himself and is there anything to bind candidates in any way.

Since the Government (thanks to the Hon. Mr. Claud Severn) instituted the very businesslike system of replying to questions put by Hon. Members which are not of great importance, via the Government Gazette, it has taken the shine out of "Honourable." Had this scheme been decided upon in December last, for instance, there would have been less of that parrot-cry for Constitutional Reform in January. This new system is not likely to become an Honourable, and so long as it serves this purpose so long will the shibboleth "Constitutional Reform" be a bye-word among the citizens. A man's worth should be reckoned by what he is, and not by what he has, is the good advice for the Constitutional Reform party.

### TO-DAY'S MISCELLANY.

H. sends us the following true story of the Australian crow, which seems to be distinctly a second cousin of the American bird. A man put down poisoned meat in the hope of destroying a particularly troublesome crow. The crow examined the meat, turned it over suspiciously from side to side, and finally took it up, carried it off, and gave it to the man's dog! On the whole we prefer the British to the American or Australian crow. Exchange.

An officer just returned after four years' war was diffidently standing out at a dance, as he didn't know how to do it. "Easy as possible old bean," advised an expert of eighteen summers. "You just look round and pick up the prettiest girl you can see, walk her slowly into the middle of the room, and hug her. Then wag your tail, back her two steps, and hug her again. Wag your tail again, take three turns, back her into a corner, and hug her again. Easy as going over the top, sonny." It sounds so, and doubtless more pleasant.

It was not, as the *Daily News* suggests, the Duke of Wellington who commended the Garter on the ground that "there was no damned nonsense of merit about." The late Mr. G. W. E. Russell heatedly between Lord Melbourne and Lord Palmerton as the author of the phrase, but I think it has been generally assigned to Lord Melbourne, who was, indeed, so addicted to this participle, that he once drew the retort from Sydney Smith: "Suppose we assume everybody and everything to be d—d, and come to the point!"

Parliamentary English is certainly being enriched in various directions with the advent of more Labour members. In the brief report of the remarks of the member for Silvertown given in the *Times* appear these phrases, new, I think, to the walls of St. Stephen's: "I can't agitate for nuts," "Takes the biscuit," "Pay a brass farthing," "A little bit of sugar for the bird."

"Cracking one another's skulls for the love of God"—Mr. Jones' reference to Belfast—may be classed less as slang than as a literary allusion. Perhaps, on the whole, the Silvertown vocabulary is an improvement on the Horatian age of fifty years ago.

Neither in the House of Commons nor in the House of Lords are the acoustic properties perfect, and one may have a great deal of sympathy for the reporters who recently could not hear a well-known Cabinet Minister, and sent a note of good humoured remonstrance to the speaker. The offender protested against the charge, and wound up his argument by declaring: "Why, my daughter heard everything I said." Had the right hon. gentleman ever heard the story of Archbishop Temple, who told a self-satisfied young curate that he could never hope to become a good preacher unless he cultivated a better delivery. "But," said the curate, "a friend informed me the other day that I had a beautiful voice which could be heard all over church." Umph, growled Dr. Temple, "did she?"

An interesting statement has been made in the papers that before long we shall have a new kind of cinema which will supply the human voice simultaneously with the spectacle of human beings in dramatic action. As we read the statements, there is to be something entirely new, not a repetition of the old plan of synchronizing a voice out of a gramophone, with the action on the screen. We once heard the cinema gramophone and found it deplorably ineffective. The voice was quite unreal and detached, and owing to defects in timing seemed continually to be a little ahead or a little behind. This new "invention" apparently will take a record of the voice simultaneously with the photograph of the action, and the two will be inseparable. Yet even now we do not know out of what kind of instrument the voice will proceed. We cannot foresee the effect upon the methods of the cinema star. If the appeal is not to be only to the eye, this will be as the Manchester Guardian suggests a slump in the value of the cinema.



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#### MOTOR ROAD.

##### SUGGESTED LINKING OF HONGKONG AND CANTON.

Dr. R.E. Chambers writes as follows in the *Canton Times*—

The writer was asked twenty years ago what he would do first if he had control in China. His reply was that he would cover the hills of China with trees. He is still of the same opinion. He has long been of the opinion that his second step would be to promote in every way road construction throughout the country. Easy means of communication would help every other good thing.

Progressive nations have good roads, and so long as they progress they continue the construction and improvement of their roads. Rome was the first great road-building nation. Its roads were at once an expression and an element of its greatness. America, Great Britain and France have many thousands of miles of good roads. During recent years the automobile has given a great impetus to road construction. More and better roads are the result. The central government of the United States has recently voted many millions of dollars for the construction of roads throughout the country, and the separate states have appropriated many more millions. It is good to see some evidence that China is beginning to wake up to the importance of good roads.

Can there be a better place to make a beginning in this matter in South China than in constructing a highway between Canton and Hongkong? Already the Hongkong Government has constructed a most attractive system of roads in the territory under its control. It remains only for the Chinese to link up with that system and then Canton and Hongkong will be connected by a great thoroughfare.

The whole of South China would be benefitted by the opening of a road between Canton and Hongkong. I am jealous for the reputation of this section. Scarcely any one thing would help this reputation immediately more than a good system of roads. A good road through to Hongkong would be a stimulus to road construction throughout South China. Much through traffic already exists. This would rapidly increase. Wheeled vehicles—motors, jinrickshas and horse-drawn—would multiply. The intermediate traffic in both directions would also increase with leaps and bounds. All property lying between the cities would be brought closer to the large centres. Property values would rise far beyond the cost of the roadway, because nearness to great centres in time, due to ease of communication, adds to property values in the same proportion as nearness in location. Canton and Hongkong both would be greatly benefitted. The Canton-Kowloon Railway would not lose but would gain greatly by the construction of the roadway. It would share in the increased prosperity of the country through which it passes. It would also get its share of the resulting increased traffic. All this is not dreaming. It is applying to this section reasoning that has been demonstrated in a thousand places. This is only a brief statement of why there should be an automobile road between Canton and Hongkong.

The road should not follow the straightest course. It should run through the sections that give promise of the most development. It would, of course, be necessary

to study the entire area to be traversed. Where the road diverges from the railway it should be connected with the stations by short lines so that the railway and the road would be mutually helpful. But it is especially important for the road to be well constructed so as to serve as a model for roads in other sections. A poor road would be a poor promoter of good roads.

The Provincial Government should control the construction of the road, determine its course and make it uniform. Discharged soldiers could be employed in the work of construction. Incidentally, robbery would be decreased by giving much work to the unemployed. Each district traversed should pay a due quota of the cost. The Chamber of Commerce of Canton could well afford to give liberally towards paying for the road. Individuals and companies both in Canton and Hongkong would doubtless subscribe. The road should be a free highway. A toll road is to be condemned for many reasons.

Other things of more practical importance being settled, the roadway should be made as attractive as possible. It would be well if much of the route could be along waterways, and so link the road at as many points as possible with the water traffic. Then too in some sections the road bed could also serve as a protecting dyke. Trees should be planted on both sides on the full length of the road and thus afforestation be promoted. A shaded thoroughfare in South China especially would be a thing of beauty and a joy forever. A large public park might well be established within reasonable distance of Canton. Land companies might develop certain areas as model settlements.

Of course there are many difficulties in the way of the realisation of such a project as is here outlined. The same is true of anything much worth while. Let every one use every opportunity to talk in favour of this plan. Let the need be realised and let the value and importance of the enterprise be made plain and a way can and will be found for building the road. Three years ago the writer took fifteen Chinese students to the United States. The one single thing with which those students were most impressed was the great Congressional Library in Washington. Next to that they talked most about the good roads. I travelled during my furlough more than 20,000 miles in automobiles, most frequently accompanied by one or more of the students. Again and again they wished that China might have good roads. They were greatly impressed with the ease and rapidity with which we could go from place to place and especially over automobile roads. Could the returned Chinese students render a better service to their country than by organising a Good Road Association? Agitate, and the thing can be done. Let all who are interested get busy and interested. Then let every one keep busy until this thing is done, and we have an Automobile Road from Canton to Hongkong.

#### TRAMWAY RETURNS.

The following is the approximate statement of the Hongkong Tramway Company's traffic receipts for the week ending 10th May, 1919:—

|           | Receipts<br>for week for 19 weeks | Aggregate<br>Receipts<br>for 19 weeks |
|-----------|-----------------------------------|---------------------------------------|
| This Year | \$14,785                          | \$269,715                             |
| Last Year | 12,082                            | 245,139                               |
| Increase  | 2,704                             | 15,584                                |
| Decrease  |                                   |                                       |

#### RICE SCARCITY IN HONGKONG.

##### ACUTE PRESENT SITUATION.

HOW IT HAS BEEN  
AGGRAVATED.

[*"Hongkong Telegraph" Special.*]

The rice situation locally shows every sign of growing worse before it becomes better. There is fear of a great scarcity of rice in the Colony, and in spite of the fact that the rate has gone up fifteen per cent. during the last ten days it is believed that it will go up much higher. The market in rice should, it is argued by those in the trade, increase considerably, yet, notwithstanding the fact that the scarcity of the cereal is being felt in the producing countries, as well as the Straits Settlements, Rangoon is not allowed to export rice. Bangkok last year exported to Singapore 382,000 tons and to Hongkong 234,500 tons. As far as exports from Saigon go, last year she exported to Hongkong 630,000 tons, to Singapore 134,000 tons and to Japan 335,000 tons. This year Saigon started by restricting her monthly exportations to 30,000 tons and subsequently increased them to 40,000 tons. Bangkok, owing to the increasing demands from Europe, could not supply to Hongkong and Singapore anything near the figure of last year.

Under the circumstances the rice market is certain to be steady and likely to advance. Exchange has aggravated the situation further, and this will counteract somewhat the demand from the United States as the American markets are not in a position to pay these high prices. Those local suppliers who have been hit largely during the last quarter do not agree to sell even at an advance of even \$1 per picul, and the exporting houses are, therefore, unable either to give quotations or make firm offers anywhere. The situation is very acute and unprecedented, but with a fall in Exchange things would again become normal.

Furthermore, the quality of the grain this year has been very poor and it will be as well to let importers on the other side know the fact that they should not expect that good quality that they received in 1918. A good percentage of broken rice has come from Bangkok and Saigon, and the new arrangement arrived at between the Chamber of Commerce of San Francisco and the rice exporters of Hongkong, guaranteeing a certain percentage of broken rice, is not calculated to be feasible in the present state of affairs. It is not possible now to guarantee the percentage of "brokens" as the quality is very much inferior as compared with last year.

Again, in Hongkong there is not a testing machine which can test as nicely as the American testing machine. Therefore, claims would naturally arise on shipments made in Hongkong under the present conditions in the market. Towards the end of last year India found herself in a position which made it necessary to conserve a major portion of her output of rice for her own use. The present position in the Straits Settlements is entirely due to shortage in India, one of the principal sources of supply to Malaya, Netherland East Indies and Japan. The crops had failed and it was found that the yield of the areas under cultivation would be considerably less than was estimated. For this reason India ceased to supply rice to both the Netherlands East Indies and Japan, and informed the Straits Settlements that she could not supply the Straits with their normal consumption demand.

Owing to the shortage of Burma rice 6,000 tons of Siam rice must now be imported into Penang. The price of rice in Bangkok ever since January 1st has been varying between 16 and 17 tals. per picul. Siam rice has been consumed in the F.M.S. for the last five years at a price less than what the consumer has paid in Bangkok. This is entirely due to allowing a certain amount of re-export of Siam rice to the Netherlands East Indies. The profit made on this re-export has been so good that an actual loss in the sale for consumption in the F.M.S. has been easily met.

Hongkong not being a producing country, it would not be advisable to restrict exportation of rice. It was contemplated before by the Chinese Chamber of Commerce. It would not work for the moment.

#### NOTICES.

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##### THE HONGKONG BED.

Mrs. Pollock writes us as follows:—

I have much pleasure in stating that a draft for \$500 has been sent Home, to be invested in National Funds, the interest from such investment to endow a bed in Dr. Barnardo's Homes over which a tablet will bear the inscription.

"The Hongkong Bed. In Acknowledgement of Services Rendered to the Empire and in Memory of those who died in the War."

In addition to the sum of \$500 a small surplus from the Sale of Work will be sent towards the general expenses of the Homes.

My sincere thanks are due to all subscribers and to the "Magpies" for their entertainment in aid of the Fund, Mrs. Barlow and the Sisters of the Government Civil Hospital and to all who sent needlework for the Sale of Work, and to the Press for kindly publishing the subscription lists and the various notices in connection with the Fund.

##### THE CONTRIBUTIONS.

"The Magpies" entertainment... \$144  
Sir Ellis Kadoorie... 50  
Kathleen Dillon and Ed... 50  
Anonymous... 25  
Mrs. F. W. Jones... 10  
John and Dick... 10  
Mrs. Strahan... 10  
Mrs. Li Ngok Tau... 25  
Anonymous... 25  
Mr. T. L. Pekins... 25

Already acknowledged... 2,407  
Received on account of the Sale of Work... 238  
\$2,964

It is put into operation it would drive the trade from Hongkong to Japan. It is very fortunate that the Hongkong Government did not sanction the proposed embargo. One of the results would have been to divert the rice trade to other channels and consequently the rice from Bangkok and Saigon in future would not come to Hongkong in the same quantity as it is coming at present.

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|----------|----------------|----------------------|------------------|
| NEURALIA | 28th May, noon | 30th June            | 8th July         |

## FOR BOMBAY.

|         |          |                            |
|---------|----------|----------------------------|
| DILWARA | 23rd May | due Bombay about 10th June |
|---------|----------|----------------------------|

## FOR CALCUTTA via STRAITS &amp; RANGOON.

ARRATOON APCAR | Early June | due Calcutta, June.

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| EMPERESS OF JAPAN  | 23 June.      | 16 July.         |
| EMPERESS OF RUSSIA | 10 July.      | 28 July.         |
| MONTEAGLE          | 22 July.      | 16 Aug.          |
| EMPERESS OF ASIA   | 7 Aug.        | 25 Aug.          |
| EMPERESS OF JAPAN  | 20 Aug.       | 10 Sept.         |
| EMPERESS OF RUSSIA | 4 Sept.       | 22 Sept.         |
| MONTEAGLE          | 27 Sept.      | 22 Oct.          |
| EMPERESS OF ASIA   | 9 Oct.        | 20 Oct.          |
| EMPERESS OF JAPAN  | 15 Oct.       | 5 Nov.           |
| EMPERESS OF RUSSIA | 30 Oct.       | 17 Nov.          |

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| HAMA                         | T. 12,510    | May at noon.   |
| NAGASAKI, KOBE & YOKO-       | Tango Maru   | SAT., 21st     |
| HAMA                         | T. 12,550    | May at 11 a.m. |
| SHANGHAI & KOBE              | Shidzuoka M. | SATUR., 17th   |
| LONDON & Antwerp via S'pore, | Kaga Maru    | SATUR., 31st   |
| Penang, Colombo, Suez and    | T. 12,300    | May at noon.   |
| Port Said                    |              |                |
| MELBOURNE via Manila, Zam-   | Aki Maru     | WED., 21st     |
| boanga, Thursday Is., Town-  | T.           | May at 11 a.m. |
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| Colombo                      | T.           | 19th May.      |
| CALCUTTA via Singapore, Pen- | Tenzan Maru  | Middle         |
| ang and Rangoon              | T.           | May            |

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of tonnage which they can

supply. The shipbuilders of

the Kwansai district held a

meeting at the Kobe Chamber of

Commerce, on April 23, to con-

sider the reply to be made to

France, while those in the Kwan-

to district held a similar meeting

in Tokyo recently. The deci-

sion mutually reached by these

shipbuilders is roughly as fol-

lows:—

(1) The steel vessels to be im-

mediately offered shall be of

about 2,000 tons each, aggregat-

ing about 47,000 tons, the price

ranging from ¥250 to ¥430.

(2) If the vessels are to be

delivered by March or April next,

about 85,000 tons of ships from

5,000 to 10,000 tons each, can be

offered at the rate of over ¥450.

(3) If a supply of shipbuilding

material is guaranteed, about

25,000 tons of vessels of over 8,000

tons can be offered for delivery

by April or May. The price to

be about ¥450 per ton.

## SHIPPING NEWS.

## U.S. EXPORTERS' POLICY.

A definite merchant marine

policy has been adopted by the

American U.S. Manufacturers'

Export Association. It calls for

private ownership of the 19,000-

600 tons of shipping, costing \$2-

500,000,000, which the Govern-

ment will have completed by

1920; for Government control

of the maximum rates to be

charged American shippers, and

for a Government guarantee,

to be effective for a

limited time only and under

certain conditions, to ship

operators against loss in meeting

foreign competition. The plan

was formulated by a special com-

mittee. As adopted by the board

of directors of the association, the

resolutions read as follows:—

"The nation's foreign trade cannot

be successfully developed without

an American merchant marine

able to transport American pro-

ducts as cheaply, as regularly

and as efficiently as products of

other countries are carried.

Our naval authorities have de-

clared that both for the training

of American seamen and for the

necessary victualling and supply-

ing of the navy when operating

in foreign waters, an auxiliary

merchant marine is essential. In

fact, the Secretary of the Navy,

in a letter to this association,

said: "I feel that the proper

enlargement, the influence, and

the wise use of such a merchant

marine are the biggest questions

now to be solved by the

American people. The estab-

lishment and maintenance

of an American merchant

marine are therefore matters in

which every citizen of the country

is vitally interested. Be it

resolved, therefore, that the

board of directors of the Ameri-

can Manufacturers' Export

Association, after consideration

of the problem, recommend the

following means of utilizing the

ships now built and building by

the United States Government

to the end that a permanent and

available American merchant

marine may be established.

(1) All ships owned by the

United States Government or

building or contracted for by the

Government should be sold to

American ship operators at the

earliest moment after a proper

basis for such sale can be

established.

(2) The price at which these

ships are sold should not

exceed the cost of foreign-built

ships of the same class and

tonnage.

(3) The Government should

exercise control to the extent of

establishing maximum rates.

(4) Some guaranty should be

given to operators of American

ships that under certain con-

ditions and for a limited time they

will be reimbursed for losses

sustained in handling business at

competitive rates where the re-

venue is not sufficient to cover

operating cost.

The provision that private ship

operators be guaranteed against

operating at a loss on rates fixed

by the Government is based it is

explained, on the fact that the

present navigation laws of United

States fix minimum wages for

seamen and that these wages are

higher than those paid on ships

of other nations. Furthermore,

it is pointed out, to properly

expand the United States' foreign

trade, new ocean routes must be

established, which cannot be pro-

fitable until a larger volume of

trade has been built up.

## SHIPPING.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

| For                                 | Steamers  | To Sail             |
|-------------------------------------|-----------|---------------------|
| SWATOW & SINGAPORE                  | Lianan    | 14th May at noon    |
| MANILA, CEBU & ILOILO               | Taming    | 14th May at 3 p.m.  |
| SHANGHAI                            | Sunang    | 15th May at 4 p.m.  |
| SHANGHAI & TSINGTAO                 | Chenan    | 18th May at 4 p.m.  |
| PAKHOT & HAIPHONG                   | Kalong    | 19th May at 10 a.m. |
| SWATOW & BANGKOK                    | Changchow | 21st May at noon    |
| STOW, W'WEI, C'FOO & T'SIN Kueichow | Sulyang   | 22nd May at noon    |
| SHANGHAI                            | Yingchow  | 25th May at 11 a.m. |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.  
 Excellent Saloon accommodation amidst ships. Electric Light and  
 Fans in Saloon and State-rooms. Regular schedule service between  
 Canton, Hongkong and Shanghai (twice weekly) and Tientsin  
 (weekly), taking Cargo on through Bills of Lading to all Yangtze  
 and Northern China Ports. Passengers are Landed in Shanghai,  
 avoiding the inconvenience of transshipment at Woosung.  
**BANGKOK LINE.**—Weekly service to and from Bangkok via  
 Swatow.

For Freight or Passage apply to

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 Hongkong May 13, 1919.

**BUTTERFIELD & SWIRE,**  
 Agents.

## JAVA-CHINA-JAPAN LIJN.

## Regular Fortnightly Service between

## CHINA and JAPAN.

| Steamer   | From | Expected on or about | Will leave on or about | For      |
|-----------|------|----------------------|------------------------|----------|
| Tijibodas | Java | 18th May             | 22nd May               | Java     |
| Tijalatap | Java | 24th May             | 28th May               | Java     |
| Tijmanock | Java | 30th May             | 3rd June               | Shanghai |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

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 York Building.  
 Telephone No. 1574.

## DOUGLAS STEAMSHIP CO.,



## SHIPPING.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

AILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMUR MARU" 20th May. (Call Marseilles).  
"ANDES MARU" Monday, 2nd June.

GENOA & BOMBAY—Monthly service. Takia cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.  
"BURMA MARU" Monday, 26th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.  
"HAWAII MARU" 25th May.

BOMBAY & COLOMBO. Regular fortnightly service via S'PORE.  
"BURMA MARU" Monday, 26th May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.  
"UNNAN MARU" Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.  
"NANKIN MARU" Sunday, 1st June.

VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.  
"AFRICA MARU" 22nd May.

HAIPHONG—Three times a month service.  
"DAITOKU MARU" Wednesday, 21st May.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

TAKAO, VIA SWATOW AND AMOY.  
"SOSHU MARU" Thursday, 22nd May.

KEELUNG VIA SWATOW AND AMOY.  
"KAIJO MARU" Sunday, 18th May.

JAPAN PORTS—MOJI, KOBE, YAKKAICHI & YOKOHAMA.  
"SIAM MARU" Monday, 26th May.

For sailing dates and further particulars please apply to—  
K. YAMASAKI, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

## Y. K. K.

## YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

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NANYO MARU No. 2

NANYO MARU No. 3

SODECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

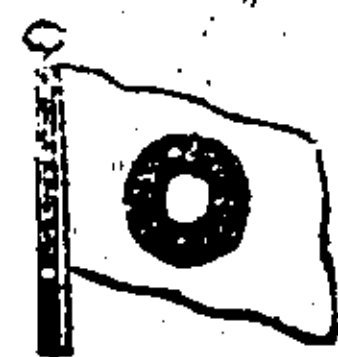
SINGAPORE.

For Particulars Please Apply to—

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## KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

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Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

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M. HASHIMOTO,

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PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following  
U. S. Shipping Board Steamers will be despatched for  
SAN FRANCISCO, PORTLAND, SEATTLE.

"WESTERN KNIGHT" About June 15th.

"WEST MUNHAM" " 25th.

"WEST CELINA" July 5th.

"WEST HEMATITE" " 5th.

FOR FREIGHT AND PARTICULARS APPLY TO

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JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 &amp; 2478. 5th Floor, Hotel Mansions.

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## THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

## VANCOUVER

via MANILA &amp; SHANGHAI

STEAMERS SAILING DATE.  
"HAROLD DOLLAR" ... about May, 22nd.  
"BESSIE DOLLAR" ... about June, 24th

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

THIRD FLOOR

TEL. 795.

792.

## "BEN" LINE OF STEAMERS.

FOR STRAITS AND LONDON

## The S.S. "BENCLEUCH"

will be despatched as above on or about May 20th, 1919.

For Freight apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

## VESSELS LOADING AND TO LOAD.

| Destination.                    | Vessel's Name. | For Freight Apply To | To be Despatched. |
|---------------------------------|----------------|----------------------|-------------------|
| JAPAN AND COAST PORTS.          |                |                      |                   |
| Straits and Calcutta            | Yakshing       | J. M. Co.            | 14, May           |
| Manila, Cebu and Iloilo         | Taming         | B. & S.              | 14, May           |
| Haiphong via Hoihow             | Takung         | J. M. Co.            | 14, May           |
| Shanghai via Swatow             | Choyang        | J. M. Co.            | 15, May           |
| Shanghai                        | Sunning        | B. & S.              | 15, May           |
| Swatow, Amoy and Foochow        | Haitan         | B. & S.              | 15, May           |
| Straits and Calcutta            | Chakang        | D. L. Co.            | 16, May           |
| Shanghai and Tsingtao           | Chengn         | J. M. Co.            | 17, May           |
| Keelung via Swatow and Amoy     | B. & S.        | B. & S.              | 18, May           |
| Manila                          | Kaijo M.       | O. S. K.             | 18, May           |
| Pakhoi and Haiphong             | Wingsang       | J. M. Co.            | 19, May           |
| Swatow and Bangkok              | B. & S.        | B. & S.              | 19, May           |
| Swatow, Amoy and Foochow        | Changchow      | B. & S.              | 19, May           |
| Swatow, W'wei, C'foo & Tientsin | Haihong        | D. L. Co.            | 20, May           |
| Haiphong                        | Kueichow       | B. & S.              | 21, May           |
| Kobe                            | D. itoku v.    | O. S. K.             | 21, May           |
| Java                            | Kumsang        | J. M. Co.            | 21, May           |
| Shanghai                        | Tibed is       | J.C.J. L.            | 22, May           |
| Manila                          | Suiyang        | B. & S.              | 22, May           |
| Japan                           | Yuenang        | J. M. Co.            | 23, May           |
| Shanghai and Tsingtao           | Tillatip       | J.C.J. L.            | 24, May           |
| Bombay via Ports                | Yingchow       | B. & S.              | 25, May           |
| Japan Ports                     | Burma          | O. S. K.             | 26, May           |
| Shanghai                        | Siam M.        | O. S. K.             | 26, May           |
|                                 | Tjmanook       | J.C.J. L.            | 28, May           |

## CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

S. S. "ARCHER."

From SAN FRANCISCO,

HONOLULU, JAPAN PORTS,

SHANGHAI &amp; MANILA.

The above mentioned vessel

having arrived from the above

mentioned Ports, consignees of

cargo are hereby informed that

their cargo will be landed at their

risk into the hazardous and/or

extra hazardous godowns of the

Hongkong and Kowloon Wharf

&amp; Godown Co. Ltd., and stored at

consignees' risk.

Consignees of cargo are hereby

notified that they must produce

an Import Permit signed by the

Superintendent of the Imports

&amp; Exports, Hongkong, before bills

of lading can be countersigned.

All broken, chafed and damaged

goods are to be left in the Go-

downs where they will be exam-

ined on May 14th, 1919.

All claims must be presented

within a month of the steamer's

arrival here, after which they

cannot be recognized.

No claims will be admitted

after the goods have left the Go-

## CONSIGNEES.

"GLEN" LINE OF STEAMERS

LIMITED.

NOTICE TO CONSIGNEES.

From LONDON and STRAITS.

THE Steamship.

"GLENAMOY"

having arrived from above ports,

Consignees of Cargo by her are

hereby informed that all Goods are

being landed at their risk into the

hazardous and/or extra hazardous

Godowns of the Hongkong and

Kowloon Wharf and Godown Co.,

Ltd., whence, and/or from the

wharves delivery may be ob-

tained.

Goods not cleared by the 16th

inst. at 5 p.m. will be subject

to rent.

All broken, chafed and damaged

packages are to be left in the

Godowns where they will be

examined by Messrs. Goddard

&amp; Douglas, on 16th May at

10 a.m. Claims against the

steamer must be presented within

10 days of arrival otherwise

they will not be recognized.

No Fire Insurance will be

effected by us in any case what-

ever.

Bills of Lading will be counter-

signed by

JARDINE, MATHESON

&amp; CO. LTD.

Agents.

Hongkong, 14th May, 1919.

## NOTICES.

**FISK**  
NON-SKIDS

FOR PRICES  
AND PARTICULARS

Apply to  
**SHEWAN TOMES & CO.**

TEL. 659 & 781.

THE  
**Taikoo Dockyard and Engineering Co.**  
of Hongkong Ltd.

BUILDERS OF SHIPS & MACHINES  
OF EVERY DESCRIPTION

CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE & STRAITS.

THE Company's Steamship

"TAMBA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 17th May, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

UNCLAIMED TELEGRAMS.

The Great Northern Telegraph Company, Ltd.

The following Unclaimed Telegrams are lying here:—

Sayenggiaptong, fourth story Pingtia Central Market, from Amoy.

Sweekee Co., Canton Road, from Amoy.

c/o Onwuntanpan Tausohoyoko, from Osaka.

Yeecheong, from Kobe.

Masakata Nakano, c/o N. Y. K. 6, King's Building, from Tokio.

Satabakupan, Hee Mingkee West Camp, from Tokio.

Winglingoo, from Kobe.

Paul Leving, Passenger Tenyo Maru, from Yokohama.

Chahsang, from Kobe.

Ashang, from San Francisco.

Yanlingloong, Central, from Yokohama.

Chinmeisang Chungfung, from Shanghai.

Gallop, American Consul, from Kobe.

Hingwui, from Shanghai.

Lilyeunet, No. 28, Villain Street, from Peking.

Eastern Extension Australasia & China Telegraph Co.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Ashang, from San Francisco.

Harper, from Shanghai.

Hore Whitehouse, from Shanghai.

J. Voortendijk, c/o Dutch Consulate, from Sgravenesse.

Laing, from New York.

Maske, Carlton Hotel, from Manila.

F. GIBSON  
Superintendent  
Hongkong, May 8, 1919.

TIDE TABLE.

From 12th May to 18th May

| Day | High Water | Low Water | Day | High Water | Low Water |
|-----|------------|-----------|-----|------------|-----------|
| 12  | 10.15      | 4.15      | 15  | 10.15      | 4.15      |
| 13  | 10.15      | 4.15      | 16  | 10.15      | 4.15      |
| 14  | 10.15      | 4.15      | 17  | 10.15      | 4.15      |
| 15  | 10.15      | 4.15      | 18  | 10.15      | 4.15      |



## TEXTILE MISSION TO CHINA.

## A FORMER ENQUIRY IN THE EAST.

## SOME PERTINENT REMARKS.

[Hongkong Telegraph Special.]

Reuter's Agency has informed us that representatives of all the cotton employers and of operative organisations, and also seven Chambers of Commerce in the cotton area, at a meeting in Manchester on the 8th instant, unanimously passed a resolution, urging the Government to appoint a Commission to visit India, the Dutch Indies, Straits Settlements, China, Japan and the United States or each of these countries as may be advisable to enquire into the export trade of cotton textiles from the United Kingdom to the Far East and to recommend steps for its preservation and extension. In this connection it would be appropriate to recall the findings of the Commission that was sent by the Blackburn Chamber of Commerce to China in 1896-1897. In this Report there are recorded such facts as would enable manufacturers at home to judge for themselves what should be done to bring British trade with China to a more progressive state. The bare right to import and export from the Treaty Ports was made by the establishment of the Foreign Customs service, easy and secure. There was no right before 1896 to manufacture, or, rather, the right was withheld, nor to engage in mining or planting, and the British merchant has been more and more reduced to the role of a commission agent at Hongkong and Shanghai, the Chinese, who are excellent peddlers and brokers, getting the whole internal trade into their hands. Under the present order of things, manufacturers at home can scarcely regard merchants resident in China as adequately representing their interests for all purposes, and although they can only act effectively in China through Englishmen resident here, it would seem that they should watch for themselves the course of events in China very carefully.

To everyone interested in the progress and development of our textile industry (said the Blackburn Commission) probably the question, "How far are we increasing or even maintaining our hold on this great market of the Far East?" is one of the first importance, is very pertinent and is one which ought to be met in the frankest possible manner. Nor is it of less importance to know what our exact position is as regards those opposing forces which hamper and threaten the great interests in which we are so deeply concerned. We look to gain ground and increase our business in a country whose every Province is undeveloped market, but if we find that we are far from gaining ground, or increasing our business, then it is of paramount importance that the causes for such loss shall be accurately determined. While we may comfort ourselves with the fact that in given classes of goods we have little or no competition to meet, yet it must be acknowledged that the bid which others are making for the textile trade with China is at once serious and menacing. Nay, it has gone so far, as to force a restriction on our output of certain classes of fabrics of which we once had a monopoly.

Whether we examine the texture or the variety or the general effective appearance of the piecegoods which Japan is sending into the Chinese markets, the more we are led to admire the bold bid which they are making for the custom of their neighbours. By almost imperceptible degrees, they are educating and prompting Chinese taste in matters textile with a tact that is suggestive, and are tempting the Chinese love of dress by a study of exact requirements, rather than by a speculative intrusiveness, which throws into the market a mass of something which may or may not sell. Versatile and energetic to a degree, not only are they continually introducing new qualities and varieties of goods but they are also closely imitating the older established makes of English and French, etc. with a certain amount of success. One recommendation that these cloth producers is that they are cheap and the Chinese buy them simply on that account. Not content with attempting to meet the

requirements of the working Chinese, Japan is venturing to coax the more critical and exacting tastes of the wealthy by her consignments of fine silks, silk brocades, crepes (plain and figured), silk brocatelles and highly ornamental fabrics woven as tapestries, all of which are of a character which points to the fact that Japan is laying the foundations of a high-class trade, to accomplish which she is making the most strenuous efforts, and neglecting no detail that will help her to succeed.

As far back as 1896 the Blackburn Textile Commission drew the attention of Lancashire to the seriousness of Japanese competition. We quote the report: "It is no use shutting our eyes to the fact that Japan is already a competing force that must be reckoned with, and her present exports indicate the lines on which this competition is likely to move. Her present output of coarse grey cloth is comparatively of no serious amount, and if it were it would be more in competition with the products of American, Indian and Chinese looms than with our own. But the whole genius of the people and their traditions, which amount in their case to heredity, tend to thrust them to the front as producers of the higher grades of textile fabrics, and with their more general adoption of the dobby and the Jacquard to power-loom weaving we may not hope to retain to ourselves for long our monopoly of even such goods as figured lastings. There is another phase of the question which is not much noticed at present viz. that the Shanghai cotton mills in their growth will demand more and more native cotton, so that the Japanese chief source of supply will become in the future a dearer market for her to purchase in. This may ultimately drive her to make American her cotton market, which means that what is now only an active competition against English, American, India and Chinese piece-goods and yarns of low grade would then become, under such conditions, just as active a competition against the higher grades of Lancashire staples. Some of the samples we have brought home point in this direction, and so full of innate possibilities are these people, so readily do they adapt themselves to changing circumstances, that Lancashire ought not to neglect the study of such conditions as these." After twenty years Lancashire has decided to study such conditions as the Blackburn Mission pointed out!

On the question of the competing value of the labour employed, the Blackburn Mission recognised the competition of an organised body of producers with Home labour as one of the most serious that Lancashire was called upon to consider. The value of this labour is enhanced, as a competing force, by the circumstances under which it is being employed. The conditions are not equal and are in favour of the Eastern employer. As far back as 1893 the Blackburn Mission founded a note of warning: "The sooner Lancashire people begin to realise the meaning of this, and set about to counteract it, the better it will be for employer and operative alike. For we have (1) a people physically and constitutionally capable of great endurance in following any employment however arduous; (2) a people whose temperament and disposition are suitable to their being organised into a producing body of workers incapable, as yet, of dictating terms; (3) a people having a capacity for applying themselves to any mechanical work such as is demanded from the majority of cotton operatives; (4) a people who as handicraftsmen to the manner born are readily adaptable to any kind of work where deftness of manipulation is required; (5) a people who, on account of the low cost of living, are content with small wages and make no unreasonable demands. If we examine these points one by one we can come to no other conclusion but that, on the whole, their circumstances are favourable to the development of the Eastern cotton industry. Comparing the conditions now obtaining in the case, this Oriental labour and our own, there is, on the one hand, cheap, plentiful, submissive, capable labour, plus the best machinery we can give it; on the other, dear, dictating and exacting labour, plus the same machinery. Can any one call these equal conditions? We find these people working in two shifts, 144 hours per week, and requiring nothing more than a bowl of rice or wheat cakes, so enable them to work without intermission for eleven hours."

## TURNED WITCH.

## AN AMAH'S REVENGE.

Imagine for a moment what the feelings of a person would be if his enemy seeks his destruction through occult means. A careful consideration of the feelings undergone by such an unfortunate person will bring a realisation of the experience suffered by Mr. A. J. d'Eca, of No. 4, Lochiel Terrace, Kowloon, at the hands of his amah. This woman found her chief enjoyment in the samshui bottle and was duly "sacked." Finding herself thrown out of her "pidgin" the amah's resentment took a definite shape in her intention to turn witch. In this capacity she performed certain mysterious rites. Mr. d'Eca was tolerant of these until they reached a frequency too great for the human mind to bear. An uncomfortable feeling rose within him, which became more and more unbearable after each night's ordeal, until he sought relief in the arrest of the woman. Mr. d'Eca would not acknowledge what were his feelings under the circumstances, saying that his resolve to arrest the woman was because he was afraid she might set fire to his house with the joss-sticks used in the rites. Inspector Gordon, however, convinced the Magistrate (Mr. Hutchison) that Mr. d'Eca dreaded the rites and that the arrest was ordered out of a measure of fear. The amah was fined \$10.

## THE SHANGHAI DERBY.

## MR. STEWART'S EASY WIN.

The third event at the Shanghai Races was the Derby, for which a small but select field of eight faced the starter, each of two stables having two representatives—the "Kings" and the "Birds." Mighty King (Mr. Burkill up) was made a strong favourite, and Maresfield (Mr. Stewart) was also strongly backed, while The Bulbul (Mr. Hill) did not get the support in the pari-mutuel betting that the jockey had indicated. It was an interesting race to watch throughout. Odin (Mr. Moller) made the running from the start, with the Cornrake (Mr. Crockan) and Mighty King in close attendance but in the back straight the Cornrake went into first place with Mighty King immediately behind him. After the half-mile post was passed, The Bulbul went up into third place, followed by Maresfield, the rest of the field closing up to the leaders. At the Monument, The Cornrake had shot his bolt, leaving Mighty King to take the lead round the bend with Maresfield coming up quickly into second place. In the home straight Maresfield soon asserted his superiority over Mighty King and came away in easy fashion to win by three lengths. Fighting King (Mr. Vida), in the meantime, passed the rest of the field and took third place, four lengths behind his stable companion. Midas (Mr. Heard) who had been in the rear division until the Monument was reached, made up ground very quickly from there and finished a good fourth. The Bulbul finished in fifth place.

## FORMERLY OUT EAST.

Captain W. Tomkinson, C.B., who has been appointed to the command of the battle cruiser Lion was a lieutenant of the Fame during the China War of 1900. He was at the capture of the Taku Forts and the Relief of Peking, for which he holds the medal with clasp. He commanded the Lurcher in the Heligoland Fight action and shared in the work which resulted in the sinking of the German ships Mainz, Ariadne, Koln, and several destroyers.

## FEWER MARRIAGES IN AUSTRALIA.

The effect of war conditions upon the marriage rate is apparent from the quarterly summary of the Australian statistics. In 1914 the marriage rate was 8.80 per 1,000 of the mean population. In 1915 it advanced to 9.14, but fell successively to 8.21 in 1916, 6.87 in 1917, and 6.79 in 1918. The decline has been common to all the States. The birth rate has suffered proportionally, having declined from 28.05 in 1914 to 25.52 in 1918. The highest birth rate last year, 28.83, was in Queensland, and the lowest, 22.61, in Victoria.

## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

| Banks.                       |                     |
|------------------------------|---------------------|
| H.K. & S. Banks              | \$580               |
| Marine Insurances.           |                     |
| Cantons                      | \$490               |
| North China                  | \$220               |
| Unions                       | \$1110              |
| Yangtzes                     | \$260               |
| Far Easterns                 | \$25                |
| Fire Insurances.             |                     |
| China Fires                  | \$160               |
| H. K. Fires                  | \$330               |
| Shipping.                    |                     |
| Douglases                    | \$84                |
| Cleamboats                   | \$22 1/2            |
| Irdo (Pref.)                 | \$32                |
| Indos (Def.)                 | \$152               |
| Shells                       | \$171               |
| Ferries                      | \$37                |
| Refineries.                  |                     |
| Sugars                       | \$158 1/2           |
| Malabons                     | \$35                |
| Mining.                      |                     |
| Kailans                      | \$50                |
| Langkats                     | \$19                |
| Shanghai Loans               | \$19                |
| Shai Explorations            | \$24                |
| Raubas                       | \$42                |
| Tronohs                      | \$40                |
| Urals                        | \$40                |
| Docks, Wharves, Godowns, &c. |                     |
| H.K. Wharves                 | \$95                |
| K. Docks                     | \$152 1/2           |
| Shai Docks                   | \$128               |
| N. Engineerings              | \$24                |
| Lands, Hotels & Buildings.   |                     |
| Centrals                     | \$107               |
| H.K. Hotels                  | \$100               |
| Land Invest.                 | \$108               |
| H. Phreys Est.               | \$8.10              |
| K'loon Lands                 | \$45                |
| L. Reclamations              | \$175               |
| West points                  | \$72                |
| Cotton Mills.                |                     |
| Ewos                         | \$230               |
| Kung Yiks                    | \$34                |
| Lau Kung Mows                | \$170               |
| Oriental                     | \$91                |
| Shai Cottons                 | \$173               |
| Yangtzepeos                  | \$104               |
| Miscellaneous.               |                     |
| Green Islands                | \$734               |
| China Bo. neos               | \$1234              |
| C. L. Borneos                | \$5 old b. 1.05 new |
| China Providents             | \$732               |
| Dairy Farms                  | \$30                |
| H. K. Electrics              | \$78                |
| Macao Electrics              | \$334               |
| Ropes                        | \$313 1/2           |
| Trams, Low Level             | \$7 1/2             |
| Trams, Peak, old             | \$8                 |
| Trams, Peak, new             | \$30                |
| Laundries                    | \$334               |
| Steel Foundries              | \$12                |
| U. Waterboats                | \$133 1/2           |
| Watsons                      | \$6                 |
| Wm. Powells                  | \$113 1/2           |
| Wiseman's                    | \$28                |

Hongkong, May 13, 1919.

## WAR COMFORTS.

## CITY HALL WORK PARTY.

During April, the City Hall Work Party received the following:—38 shirts, 293 vests, 111 pyjamas, 73 pants, 50 overalls (boys), 296 handkerchiefs, 30 food covers, 432 fly nets, 14 scrubbers, 396 roller bandages, 954 many-tailed bandages, 78 pr. socks, 14 mufflers, 3 knitted waistcoats. The Wesleyan Church Work Party sent to be packed:—48 shirts, 14 women's knickers, 12 food-covers, 38 small mops, 7 bags, 17 pair socks, 2 mufflers, 1 cholera belt.

A quantity of old clothing was also sent in, for which we tender grateful thanks.

All of the above, with consignments from the Naval Yard Work Party, "Our Little Bit Society," and the Catholic Women's League, were sent to the British Red Cross in Vladivostok.

The following letter has been received:—

Headquarters, British Military Mission to Siberia, 15/4/1919.

Dear Madam,

On behalf of General Knox and the British Military Mission, may I tender you sincere thanks for the 25 cases of comforts, etc. received by the "War Charger" through Ordinance, Hongkong? They have been handed over to the Canadian Red Cross, for disposal up country at an early date. May I say how deeply your kindly thoughts and generous gifts are appreciated by all here? With all good wishes,

Sincerely yours,  
T. A. ROBERTSON, Major.  
D. A. D. O.S.,  
British Military Mission.  
Mrs Stabb,  
c/o Hongkong & Shanghai Bank,  
Hongkong.

## TO-DAY'S ADVERTISEMENTS.

## A. S. WATSON &amp; CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Friday, the 23rd day of May, 1919, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1918.

The REGISTER OF SHARES of the Company will be CLOSED from Monday, the 19th day of May to Monday, the 26th day of May, 1919, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 13th May, 1919.

## WANTED.

WANTED.—By experienced Steno-typist (British Male) immediate position, knowledge of shipping, book-keeping and general office routine. Excellent testimonials.—Apply Box 170 c/o "Hongkong Telegraph."

WANTED.—By Lady Teacher Japanese pupils for evening class. (Conversant with Japanese Language and well known amongst Japanese community) Conversation, Business letters etc. taught by easiest methods, terms moderate.—Apply Box 171 c/o "Hongkong Telegraph."

## LOST.

LOST.—On Sunday between Post Office and Quarry Bay a bunch of KEYS. Finder rewarded on returning to Box No. 169 c/o "Hongkong Telegraph."

## THE BANVARD COMPANY.

## ANOTHER FULL HOUSE.

The Banvard Company have accomplished the impossible, or rather what we thought was the impossible. They have actually drawn a full house on two consecutive nights in the Theatre Royal Hongkong—a thing we do not remember ever having been achieved before by a professional entertainment company on its first visit. That fact is eloquent of the popularity of the Banvard Company and also of the taste of the Hongkong public. The show goes with a sparkle and swing right through, and the manner of presenting songs, concerted items, dances and the rest is in itself sufficiently novel as to provide added interest. To-night there will be a change of programme and we have no reason to doubt that the Banvards will proceed with their record-breaking houses.

## THE CORONET.

## SPLENDID PROGRAMME.

The management of the Coronet Theatre, in its usual enterprising manner, screened yesterday Charles Darrell's famous melodrama "When London Sleeps," in four parts. The film version of this drama, which had been performed in almost every town in the British Isles, closely follows the story of the play and is splendidly produced. The programme of pictures yesterday was well selected, for besides "When London Sleeps" there was a Keystone comedy "The Great Vacuum Robbery," "The Broken Train," an exciting picture, and the British Gazette, depicting the home-coming of the victors, elephants doing their bit for the Liberty Loan and "Uncle Sam's troops leaving for home."

There was a good house last evening and there is every reason why the programme should attract full houses during the days it is presented.

## ENTERTAINMENTS.

## THEATRE ROYAL

TO-NIGHT  
(Tuesday), May 13th  
and TO-MORROW NIGHT, May 14th  
at 9.15 p.m.

## THE BANVARD

## AMERICAN MUSICAL COMEDY COMPANY

18 ARTISTES 18

MOSTLY GIRLS.

PRESENT

THE DREAMY, TROPICAL TREAT

"HELLO, HAWAII,"

SIXTY LAUGHS A MINUTE

"OH, PAPA,"

A SCREAMING FARCE WITH MUSIC.

THURS.  
Matinee & Night  
May 15th.FRIDAY,  
May 16th &  
SATURDAY,  
Matinee & Night  
May 17th.

"OFF TO THE FRONT."

6 PERFORMANCES 6

MATINEES:

THURSDAY, May 15th at 4.30 &amp; SATURDAY, May 17th at 4.30 p.m.

Children Half Price.

POPULAR PRICES:—\$3, \$2 &amp; \$1.

BOOKING AT MOUTRIE'S.

Sole Agents:

THE

CONNAUGHT

MOTOR CAR

COMPANY,

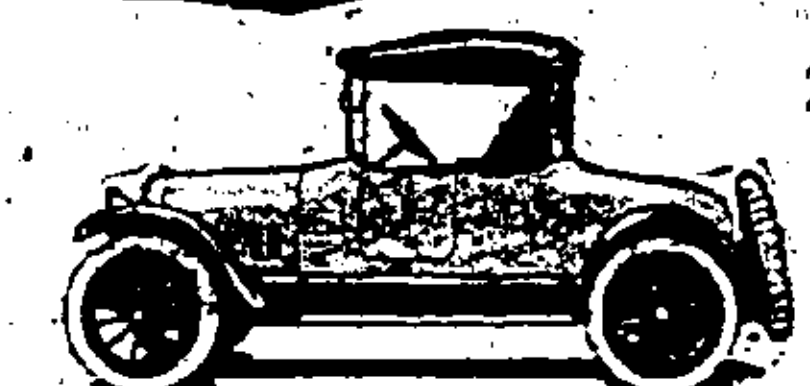
Studebaker

Tel. No. 1913.

28, Des Voeux Rd.

Central

G.P.O. Box 444.



A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car

At a price within the reach of all.

A Consignment of Studebakers has just been landed.

Inspection and Enquiries are cordially Solicited.

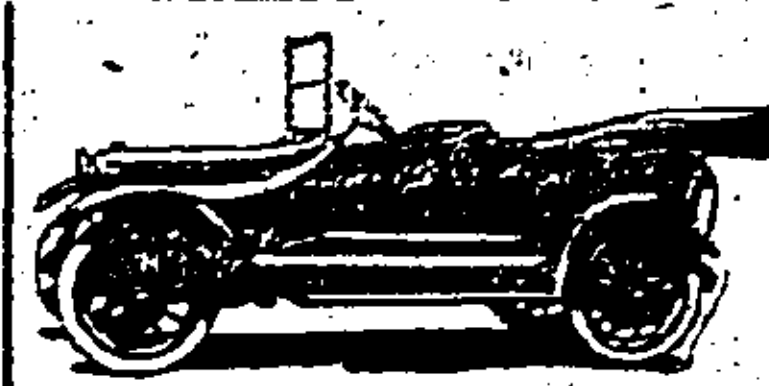
## THE HONGKONG SCHOOL OF MOTORING.

APPLICATIONS FROM STUDENTS ARE NOW BEING ACCEPTED.

The SCHOOL has accommodation for 200 PUPILS, the syllabus including courses for MECHANICS and DRIVING.

SPECIAL FACILITIES are offered to persons desirous of becoming CHAUFFEURS and not at the moment having means at their disposal for their course.

Works and school-Shaukiwan. Office-4 Queen's Road Central



## STAR GARAGE.

Tel No. 3017.

49, Des Voeux Road Central HONGKONG.

New Cars on Hire &amp; For Sale.

## SUMMER REQUISITES.

## Improved Talcum Powder

Lavender, Violet, Lilac, Carnation.

1 lb tins \$1.00

## Victoria Prickly Heat Lotion

The only Safe and Certain Cure.

50 cts and \$1.00 per bottle.

## Victoria Prickly Heat Powder

Gives immediate relief.

50 cts and \$1.00 per tin.

## THE VICTORIA DISPENSARY

32, Queen's Road Central

Tel. No. 298



## SPECIAL TELEGRAMS.

(From Our Own Correspondent.)  
ANOTHER RELIEF SHIP.

## TO LEAVE SINGAPORE NEXT MONTH.

Singapore, May 12.  
Another ambulance transport, the s.s. Maheno, has been allotted to the Straits. She will carry 500 passengers and leave in June.

## ART EXHIBITION TO AID BLINDED SOLDIERS.

Singapore, May 12.  
An exhibition of remarkable French war pictures by noted artists and also a complete set of Roemaecker's cartoons in aid of French blinded soldiers, are creating great interest.

## THE JAPANESE BOYCOTT.

Shanghai, May 12.  
The anti-Japan boycott is increasing and widening, numerous lines of trade being affected.

## RICE CONTROL.

Singapore, May 9.  
The rice regulations prohibit any movement for purchase or sale except under license. Licensees are to keep an accurate register in English of all stocks, transport and sales.Singapore, May 12.  
A meeting of planters, merchants and others urged the Government completely to control all rice and introduce the ration system. The Government replied that it favoured full control and was doubtful if rationing could be supervised but would consider it.

## MALAYAN ANZAC ASSOCIATION.

Singapore, May 9.  
The Anzac Association of Malaya has been definitely formed with headquarters at Singapore.

## ADMIRAL LINE BOATS IN TROUBLE.

Singapore, May 10.  
The American auxiliary schooner Admiral Mayo was towed in the last hundred miles. She was incapacitated by engine trouble. The Admiral Sims, also from Hongkong, has been sighted.

## TO-DAY'S CHINESE TELEGRAMS.

Chinese Commercial News Service.  
THE CHINESE PARLIAMENTARY PROBLEM.

## FOUR PROPOSALS NOW PUT FORWARD.

Shanghai, May 12.  
The Peace Conference met together on the morning of the 10th inst. but had only an informal meeting to discuss matters generally. However, owing to the present serious state in diplomatic affairs, both Delegations felt it imperative to hasten the completion of the Peace Conference and therefore the question of Parliament must be discussed within a day or two. According to a reliable source, there are four proposals respecting the solution of this question:—First, to dissolve both Parliaments and devise means to elect another Parliament; second, both Parliaments to stop their sessions and let the Constitutional Conference, which was dissolved on 13th June in the sixth year of the Republic, resume sitting in Nanking and complete the Constitution-making, after which both Parliaments be dissolved and elect a new one according to a new Constitution; third to restore the 13th June sixth-year Parliament in Nanking, make the Constitution and elect a new President; fourth, a similar method to the third proposal, excepting that Parliament can exercise the right to reject or approve the formation of the Cabinet.

Chinen Nung-fun tendered his resignation on the 8th instant and thereupon Chu Sai-chong summoned all the Cabinet Ministers to his palace, asking them to remain, adding that if they go all must go. Both Tuan Ki-sui and Wong Shi-jun decline to form a Cabinet.

No Peace Conference meeting was held yesterday, but Wong Kut-mun and Ng Ting-chong called on Tang Shao-yi to discuss the question of Parliament.

## CAN WE TALK TO MARS?

## CLOUDS AND RAIN INTERFERE.

Every two years, as the earth comes closest to Mars, persistent rumours find their way to publications that the Martians are trying to signal us. Certain observers claim that at times they see flashes of light gleam out on Mars, disappearing and reappearing not unlike a telegraph code of dots and dashes.

Whether these reported flashes really are signals from intelligent creatures on another planet has not as yet been decided. When we remember that Mars at its nearest is almost half as far away as the sun, and even with the best of instruments and under the clearest skies the least object which can be seen with any certainty on its surface is sixty miles wide, it is easy to realise that any observations of bona-fide signals call for the keenest perceptions on the part of the astronomer and more than ordinary ability to distinguish between the real and the apparent.

Superficially, as Prof. Clifford Raymond points out, Mars, and the earth have much in common. Both have air, water, land, clouds, snow and vegetation. Ordinarily the weather on Mars is clear and cool and even frosts at night are common even in mid-summer. Judged by the standards which prevail there, the atmosphere is comparatively easy—Popular Science Magazine.

world. A person on this planet would see the earth and moon as a double planet moving about the sun much as Venus and presenting phases like the moon or Venus. When nearest Mars the earth would be a thin hair crescent, near the sun, and almost invisible.

A telescopic view of the earth would not reveal as much to the Martians as the same view of Mars reveals to us. Our globe as we know, has a region of clouds and rain along the equator, with clear weather in both tropics, alternate clear and cloudy periods in the temperate zones, and snow and storms at the poles. From Mars it would appear roughly belted, like Jupiter, with white caps at the poles and red tints along the sunset and sunrise edges. The predominating colours would be blue and white, with occasional touches of green and brown.

The telescopes such as we possess if set up on Mars, could locate cities like London, New York, and Chicago by their lights at night, although these places perhaps would hardly be visible by day. The logical way to signal the earth would be to alternately darken and light the lights of the great cities which the Martians could probably see, returning the exact signals which we see fresh from Mars. Then, if the reported lights really are intelligent signals, we should expect in the course of time to get a response. This is the deciphering of the message, which would be comparatively easy—Popular Science Magazine.

## HOW THE GERMANS WERE STOPPED.

## GEN. MAURICE EXPLAINS ALLIES' STRATEGY.

Major-Gen. Sir Frederick Maurice, director of Military Operations of the British General Staff from 1915 to 1918, told the story of Marshal Foch's strategy, which stopped, then forced back the Germans, and finally brought about the armistice, before a large audience at Carnegie Hall in New York on March 24. Gen. Maurice praised the American troops, especially the Twenty-seventh Division and the 107th Infantry, the old Seventh Regiment of New York. He was introduced by Major-Gen. John F. O'Ryan, commander of the Twenty-seventh Division. Gen. Maurice said in part:

On July 14, 1918, we find the Germans at the furthest place in their advance against our lines. Three or four great bulges, or salients, as soldiers call them, had been made by various advances carried out by the Kaiser's troops. The largest of these salients was made on March 21, 1918, when forty-two German divisions flung themselves against fourteen divisions of the British Army. That army was for a time overwhelmed and driven almost to the gates of Amiens.

This offensive, victorious as it was for the Germans, was not without gain for our side. It led, first of all, to unity of command, and made Marshal Foch the leader of all the Allied forces. In the second place, it brought forth a strong appeal to America to expedite the dispatch of troops, an appeal that met with a prompt and generous response from your country, so that thereafter 300,000 Americans landed in Europe every month.

This blow was followed by another, which forced the British almost back to the Channel. Then the Germans turned on the French and rushed through to Chateau-Thierry, only forty miles from Paris. Then, after a weaker attack on the French, delivered in an effort to widen the salient, the Germans rested till the middle of June in order to prepare themselves for a final drive that was to bring a great victory to German arms, and, in their view, to end the war.

On July 15 the last German offensive started on schedule for Rheims. It fell upon Gouraud's army in an effort to get control of rail communications. The French general withdrew his troops, leaving the deserted trenches full of gas, and as the German columns advanced against his reserve positions, shelled them with heavy artillery until the formations became a mob. In this battle Gouraud held the enemy and laid the foundations of victory.

Two other attacks in the meanwhile got across the River Marne, and it fell to the Americans to stop that drive. I need not tell an American audience about Chateau-Thierry or Belleau Wood, but it was an American frontal attack on July 17 that drove the Germans back and prepared the way for the final attack which stopped the offensive.

Then came the blow on another sector, another one of those straight-arm punches. This time it was delivered by Gen. Pershing's men against the St. Mihiel sector. This sector was wiped out by the American troops, in forty-eight hours. The Germans lost 15,000 prisoners and 150 guns. This drive brought the Allies in front of Metz and threatened the Briey mineral deposits from which the Germans had been drawing quantities of supplies. Also, it widened the front on which the Allies could attack the Germans in that sector and changed the Lorraine sector. Von Ludendorff drew reserves from wherever possible, and even rushed the Kaiser to the threatened ground in a special train to try to bolster up the Teutons' defence.

In the meantime Foch was getting ready for his big kick and on September 26 there opened the first of his great battles that decided the war. It was begun by Gen. Liggett's Americans, the same troops that wiped out the St. Mihiel salient who had been secretly transferred north of Verdun on the Argonne front. Gen. Gouraud attacked simultaneously to the north of Liggett.

On September 27 Haig assaulted the German lines in front of Cambrai, and on September 28 the Belgians, French, and British attacked under King Albert's command. On September 29 the British to the north of St. Quentin and the French directly in front of the town attacked the heart of the Hindenburg line. With the British on that day went Reed's Second Corps composed of the Twenty-seventh and Thirtieth American Divisions.

## MENTAL TESTS.

## WOMEN AS GOOD AS MEN.

Prof. R. S. Woodworth, of the department of psychology, Columbia University, said recently that in the application of the army mental tests on a group of students, both male and female, at Columbia he had discovered that the women matched up about equally with the men. He explained the army tests were intended more for male subjects, but added that when this was taken into consideration and allowance made for it, the mental abilities of the men and the women were found to come out pretty much alike.

Tests have shown quite a percentage of mental defectives in the cases of girls in domestic service. Some very interesting data were obtained recently by tests made on the girl workers in a certain large department store. A very high percentage of these girls ranked exceedingly well and no percentage of feeble-mindedness was found at all. Girl workers employed by a certain large chain restaurant concern made nearly as good a showing as did the department store girls.

"We do know, however," said Prof. Woodworth, "that not so many girls as boys are diagnosed in the homes or in the schools as mentally deficient and sent to the clinics. This is believed to show that the male sex tended to vary more between the extremes. On the face of it, it looks as though more men than women were very able; and this has its opposite side also, namely, that this would tend to show that more men than women were very low grade. That has been called in question lately also.

"There is another possible explanation, namely, that girls are more sheltered, docile, and pleasing, as it were, than boys, and they are able therefore to get by with less mentality than boys either in school or in industry. It is certain, at any rate, that there are a large number of feeble-minded women at large in the population.

"When we come to try the tests on our college students, we find both the male and female coming out pretty nearly alike. As I recall it, the men came out a trifle better than the women, but one must bear in mind the fact that the tests had been designed for male subjects a little more particularly.

"Generally the girls come out better than the boys when they take mental tests in school, such as memory tests, those for quickness in the cancellation tests, those to denote quickness in picking out a detail or a number of details. In such cases, the average of a group of girls usually will surpass the average of a group of boys. This does not mean that the girls surpass the boys, every one of them individually surpassing every other member of the opposite sex under examination, but it would seem to mean that the middle point for the girls was a little higher than that for the boys.

"Here in Columbia we tried the army tests on a group of 100 men students and an equal number of women. I found that they came out just about even, and when we made the allowance that some of the test material favoured the men we decided that the outcome was very even."

Since the war developed these tests, which were used quite extensively on the men brought into the army through the draft, important American industries have shown much interest in them, from the standpoint that possibly these tests or similar ones could be applied to both men and women workers, to the end that more efficiency could be achieved and the individual worker could be placed to better advantage in industry through having the kind of work designated for him which he was best qualified to handle.

Officials who have assisted in evolving these tests for the army have been questioned concerning the possible application of such examinations for different industries. Much investigation has been done along this line, it is said, but while none of the industries has attempted to reduce the proposition of what might be saved by large industrial plants if means were at hand scientifically for placing the individual worker in the job to which he or she was best fitted, it is nevertheless pointed out that by installing some such process which would eliminate those mentally unfit for given work, both money and time could be saved.

## The

Allen

New Series 41

## A CAR FOR GENERAL SERVICE

Business as well as social needs were given careful consideration in designing and building the new Allen.

The result is a car that is ideal where maximum year-round service is demanded.

The chassis of the standard Allen 41, has been proven through use by thousands of owners.

And comfort and convenience are present in big measure in this model. A rotary switch on steering column controls the entire electric system.

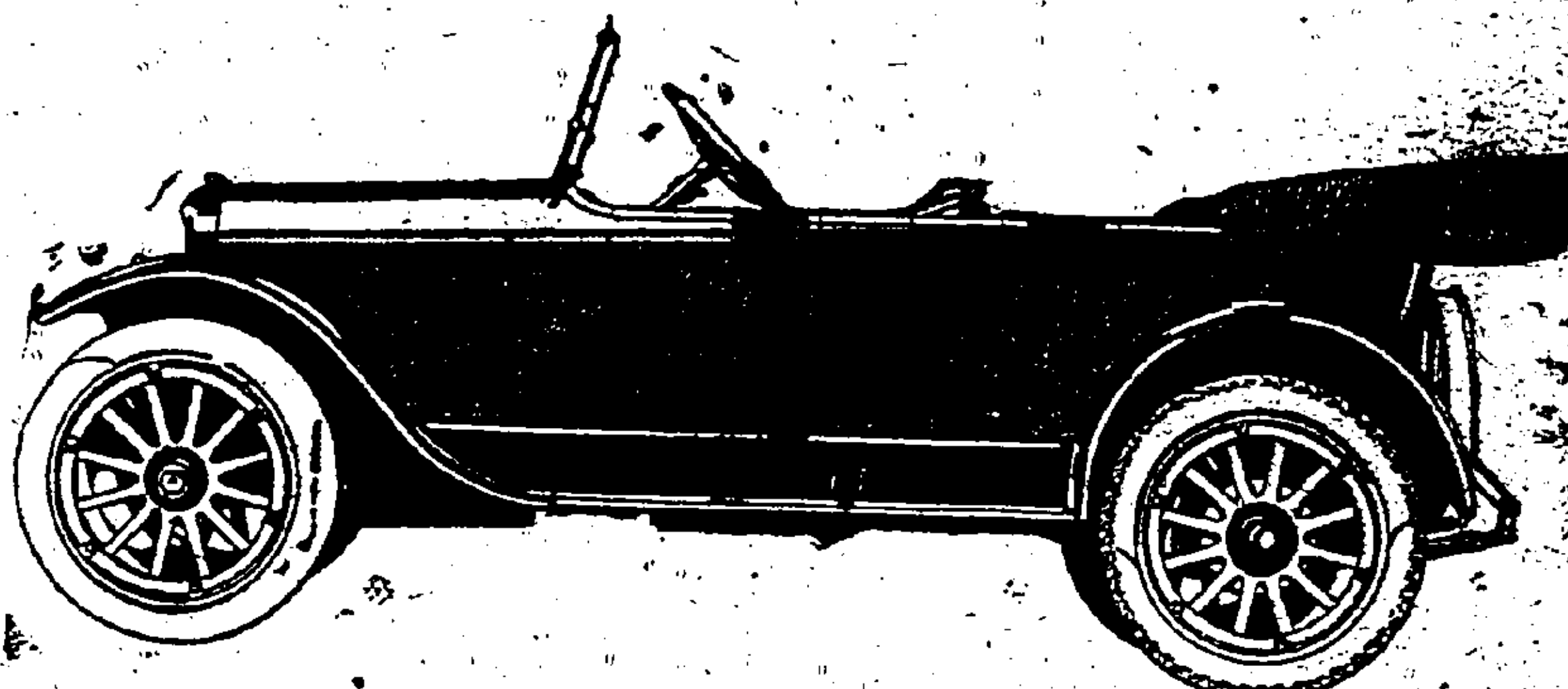
Fittings and body finish are of highest grade. The new Allen is as attractive as it is serviceable.

Many special features of this Car will interest you. Ask for a copy of the Allen Car Book, or, better still, have us demonstrate.

The supply of Allen Cars is very limited. Orders must be placed promptly if delivery is to be assured.

## GERIN, DREVARD &amp; CO.

5 PASSENGER GENERAL SERVICE CAR.



## WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1919.

## CITY AND HILL DISTRICT WATER WORKS LEVEL.

| Station | 10 ft. in. Below | 10 ft. in. Below |
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## STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

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## KOWLOON WATERWORKS LEVEL.

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## W. CRATHAM, Water Authority.

Public Works Department.

## MOVEMENTS OF STEAMERS.

The American M. S. Line  
JITAROP left New York for Hongkong, Manila, and Swatow on the 12th March, and may be expected to arrive at this port on the 20th May.  
The T. K. Line's M. S. of electric lighters, the "J. O. V. K. A. R. I." left New York for Hongkong, Manila, and Swatow on the 12th March, and may be expected to arrive at this port on the 20th May.  
The R. M. S. Co.'s M. S. of electric lighters, the "J. O. V. K. A. R. I." left New York for Hongkong, Manila, and Swatow on the 12th March, and may be expected to arrive at this port on the 20th May.

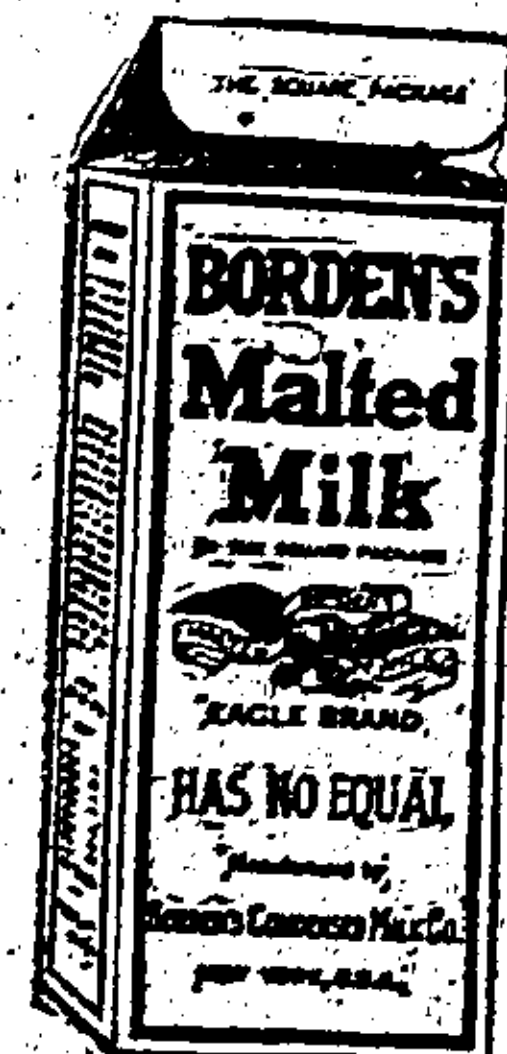
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IN THE SQUARE PACKAGENOW IN STOCK  
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BEST FOOD  
FOR  
BABIES  
AND  
INVALIDS  
ASK  
FOR THE  
SQUARE  
PACKAGE  
TAKE  
NO OTHER"IT'S PURE, THAT'S SURE"  
CONNELL BROS. CO.  
SOLE AGENTS



## EARLIER TELEGRAMS.

## TEXTILE MISSION TO THE FAR EAST.

London, May 8.  
The Manchester Chamber of Commerce has decided to request the Government to appoint a Lancashire Textile Commercial Mission to visit the Far East to study the position and extension of the cotton trade.

London, May 9.  
Representatives of all cotton employers' and operatives' organisations, also seven Chambers of Commerce in the cotton area at a meeting at Manchester yesterday unanimously passed a resolution urging the Government to appoint a Commission to visit India, the Dutch East Indies, the Straits Settlements, China, Japan and the United States or such of these countries as may be advised to inquire into export trade in cotton textiles from the United Kingdom to the Far East and recommend steps for its preservation and extension. Mr. E. F. Crop, British Commercial Counsellor at Tokyo, explained the position as regards the Japanese manufacture of and competition in cotton textiles.

## EMBARGO ON NON-BRITISH TEA RESUMED.

Melbourne, May 8.  
The embargo on the importation of non-British tea has been removed.

London, May 9.  
Public auctions of Java tea were resumed yesterday with prices a penny to two pence lower.

## BRITISH TRADE IN APRIL.

London, May 7.  
There is decrease in imports of £7,670,296 and an increase in exports of £18,410,753 as compared with April last year.

## IMPERIAL PREFERENCE FOR TEA.

London, May 7.  
In the House of Commons on the Budget Debate the Labourite amendment opposing imperial preference especially in respect to tea was rejected by 262 votes against 63.  
Moving the Anti-Preference Amendment Mr. Tom Shaw declared that the India and Ceylon tea industry required no help and preference would injure China, which could retaliate and injure Lancashire far more than we could possibly benefit India. Mr. Chamberlain replying contended that preference would result in improving the quality or reducing the price of tea in Britain and developing the tea industry of India and Ceylon. We were only doing what foreign nations had done for years without complaint. If would be ready to meet it.

Capt. Woodwood Benn contended that preference in a foreign nation chose to raise the issue the whole Empire fringed the most favoured nation treaty with China. Mr. Chamberlain emphatically denied this. Capt. Benn contended that preference would endanger the London entrepot trade in China tea. Mr. Chamberlain declared that preference would not interfere with the entrepot trade because it was effected in bond. A further Labour amendment to reduce the tea duty to three pence was rejected by 265 votes to 63.

## SAFEGUARDS FOR PEACE TREATY.

Paris, May 7.  
The "Echo de Paris" states that M. Clemenceau, Mr. Lloyd George and President Wilson are meeting this morning to give final form to the additional treaty between France, Britain and the United States involving additional guarantees for the security of France and safeguarding the Treaty of Peace.

## INVITATION TO ITALY.

Paris, May 4.  
The Council of Three to-day invited Italy to resume her place at the Peace Conference. The nature of the invitation is such that it is believed Italy will accept and that relations will be restored before the Treaty is delivered to the Germans.

## SILVER RESTRICTIONS REMOVED IN ENGLAND.

London, May 7.  
Silver at 40s is steady.

London, May 8.  
The silver market is steady and control has been removed.

In the House of Commons replying to Sir Charles Henry, Mr. Chamberlain stated that an order was being issued immediately removing the maximum price of silver bullion sold in the United Kingdom. He believed no other restrictions existed and was the reason for maintaining them.

## EARLIER TELEGRAMS.

## HARDSHIP ON COLONIAL SERVANTS.

London, May 7.  
In the House of Commons Mr. Gideon Murray referred to the hardship accruing to colonial civil servants owing to the regulation which provides that any official promoted or transferred from one colony to another to a post of or exceeding five hundred sterling annually must pay his own passage and expenses. Mr. Murray asked for the abolition of this anomaly which frequently compelled higher paid officials to decline transfers and promotions for which they were eminently fitted. Mr. Amery, replying, did not believe such cases were frequent but undertook to further consider the matter.

## HELIUM DISCOVERIES.

London, May 6.  
Professor McLennan of Toronto University who was invited by the British Admiralty in 1915 to investigate the possibility of large scale production of helium has found large quantities in the natural gas of Ontario and Western Canada, producible at a cost of one shilling per cubic foot. The United States also co-operated and gave large orders for machinery and plant. Thus the possibility of securing large supplies of helium is assured simultaneously with the practical details of the production of airships inflated with helium, and developed by the British Navy. The progress made warrants the opinion that in another year large quantities of helium will be produced in Canada at a low price and helium-filled airships will be in service.

## COMMERCIAL NEWS.

## LATIN-AMERICAN AFFAIRS.

The Foreign Trade Committee of the San Francisco Chamber of Commerce at a meeting on April 3 discussed a proposal of various interested firms to form a sub-committee to deal with Latin-American affairs entirely. The gentlemen meeting with the Foreign Trade Committee were: Messrs. J. H. Vinter, Manager Commercial Bank of Spanish America; R. C. Cabrera, Secretary, Francisco Echeguren & Co.; Victor Patron, San Francisco and Mazatlan, Mexico; C. H. Lloyd of J. J. Moore & Company; Wm. Fisher of Wm. Fisher & Company. Mr. C. H. Lloyd stated that the importers and exporters to Latin America have numerous problems confronting them which it is impossible for the Foreign Trade Committee to deal directly with owing to the mass of detail incident thereto. Among complaints brought forth was that of delay of mails and it was authoritatively stated that a letter mailed in San Francisco often times did not reach its destination in Mexico for five or six weeks, the cause being the slowness of the Government censors to pass on mail posted for delivery. Freight is often received in damaged and unsatisfactory shape by the consignee as evidenced by the following incident. Dill-Crossett & Company shipped a box containing silk which weighed some two hundred pounds to a Mazatlan firm. When the box arrived, it weighed but twenty-five pounds, due to the contents of valuable silk having been removed. After five or six months' delay, no redress having been received from the Steamship company, Dill-Crossett were informed that they were fined \$1500 by the Mexican Government for having made a sworn statement to the Customs people regarding the weight of the box. Mr. Lloyd further stated that he could bring up hundreds of little things which impeded traffic between the United States, Mexico and other Latin American countries which could easily be threshed out for recommendation to the Foreign Trade Committee by this special sub-committee. It was unanimously decided to have such a committee appointed and further recommended that the same sort of committees would be beneficial for trade with other countries.

## FRASER'S SINGAPORE SHARE REPORT.

Singapore, May 1.—Rather more activity prevails in Rubber shares and prices are generally firmer although there is no improvement in the commodity, the market opening unchanged for Crepe and one cent down for Smoked Sheet. There has not been a great deal doing, however, but it is to the good that the small changes in prices are all in the upward direction. Min-

ing.—The last 3 months' quotation of Tin shows an advance of 30s. Kinta Associations since their rapid advance have quietened down and sellers now predominate. Menglembu Lodes changed hands round 65 cents. Ampang Kintass at from \$12.50 to \$12.75 with buyers now offering \$13. Ting-Kile were done at \$13.25 down to \$13 with sellers over at middle prices. Chenderiangs came to business at 10s 9d to 11s and Rambutans have sellers round quotation. Middleton Tins were done at \$12 with further shares on offer. Asam Kumbangs were done at 31s, small sellers over, Kamuntings 37s with small deals in Kerlings at from \$2.25 downwards on a poor enquiry. Ratruts were at 22s and Trongs have buyers at 20s 6d with sellers asking is higher. Rubber.—Batang Benar accounts have been issued for the year ended 31st December and show a profit on the year's working of nearly \$16,000 against \$64,500 for the previous year. No distribution is recommended. Bukit Katils changed hands round \$1.05, Jimahs at up to \$1.87½, Pantais \$1.40, Bassetts at par, United Malaccas at quotation, New Serendangs \$4, Changkat Serdangs \$8.10, Indragiris \$7.50 at which price there are small buyers over, Mandai Tekongs between 70 and 75 cents, Ulu Pandans 90 cents and Balgownies \$5 with further enquiries. Other Rubbers came to business at quotations. General.—A firm tone prevails among the leading shares and Straits Traders have firmed considerably since our last issue, business being done in the neighbourhood of \$38.75 with but few sellers in sight. Fraser and Neaves came to business at \$51 sum rights, at which figure a few more are available. Eastern Smelting Ordinary were done at \$9 with sellers now asking 10 cents higher. Eastern Shippers are in small enquiry and Straits Steamships have sellers at \$560 ex dividend. There are buyers of Cold Storages and Hammers and a good demand continues for all War Loans at current quotations.

## BANK REPORT.

The report of the Siam Commercial Bank Ltd. states that the net profit for the half-year ended Mar. 18 amounts to Tcs 553,320.61 including Tcs 108,106.87 brought forward from last account. The directors recommended that Tcs \$2,500 of the profit be used in the payment of a five per cent. dividend, and that Tcs 107,162.87 be carried forward to next account.

## NEW PAPER MILL.

It is reported that Japanese capitalists are planning to establish a paper mill at Antung with a capital of five million yen. The plan of the new company is to utilize Yalu timber for pulp and engage in paper manufacturing on a large scale. The preparations are now being made for the establishment of the mill.

## HOTEL LISTS.

## HONGKONG HOTELS.

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Mr. & Mrs. E. G. Anderson  
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Miss B. Aronson  
Mr. & Mrs. J. van Rya  
Mr. & Mrs. J. G. Alibon  
Mrs. E. R. Balibon  
Mr. R. E. Bergeron  
Mr. R. J. Birbeck  
Mr. & Mrs. S. Bismay  
Mr. & Mrs. G. D. Black  
Mr. R. Black  
Master Black  
Mrs. R. D. Blackburn  
Mr. E. B. Blanton  
Mr. D. F. Bostock  
Capt. and Mrs. Branch  
Mr. Oliver T. Breakpear  
Mr. W. G. Brownell  
Mr. N. Burns  
Mr. & Mrs. T. A. Burns  
Mr. J. G. Byden  
Mr. R. V. Cameron  
Mr. & Mrs. Stuart Cameron  
Mr. & Mrs. E. A. Carvalho  
Mr. C. Chose  
Mr. J. H. Coogrove  
Mr. F. W. Cox  
Mr. L. L. Cunningham  
Mrs. F. E. Davis  
Miss M. Dingwall  
Mr. A. C. Dodge  
Mrs. J. A. Doune  
Mr. & Mrs. J. H. A. Dubois  
Mr. L. Dywad  
Mr. H. E. Easton  
Cavaliers E. Elze  
Signora Elis  
Signora Elis  
Miss E. Enault  
Miss K. Enanson  
Flag Capt. & Mrs. Fisher  
Mr. Joe Fisher  
Miss E. M. Fleming  
Mr. L. L. Fleming  
Capt. and Mrs. A. Frazer  
Mr. F. W. Frost  
Mr. T. Fuller  
Miss A. Gallagher  
Mr. N. C. Galarzi  
Mr. J. S. R. Gardner  
Mr. Gestrand  
Mr. & Mrs. J. J. Gorman  
Mr. J. E. Haggin  
Capt. T. P. Hall  
Mr. G. Harper  
Mr. W. W. Harris  
Capt. C. E. Harward  
Mr. & Mrs. F. G. Herose  
Mr. & Mrs. S. G. Heymering  
Mrs. Hofland  
Mr. A. Holgerzen  
Mr. W. P. Holzheiser  
Mr. A. Shelton Hooper  
Capt. and Mrs. R. Jones  
Mrs. and Mrs. Jacobs  
Miss P. Jardiner  
Mrs. L. M. Joblin  
Mr. and Mrs. M. Joblin  
Mr. E. Johnson  
Mrs. H. Morgan Johnson  
Mr. E. M. Joseph  
Mr. & Mrs. N. B. Karanjia  
A. General Kastoff  
Mr. B. H. van Ketel  
Mrs. J. T. Kidd  
Mr. J. L. Koreman  
Mr. & Mrs. John Lane  
Major & Mrs. G. W. Lanesell  
Mr. and Mrs. C. Lauritzen  
Mr. F. H. van Lee  
Mr. L. Leger  
Dr. J. Lichnick  
Mme. Leiria  
Capt. Liddell  
Mrs. Liddell  
Miss H. Lilla  
Mr. H. G. B. de Long  
Mr. S. Longfield  
Mr. G. Ludin  
Mr. and Mrs. Van der Made  
Mr. L. McRumsey  
Mr. & Mrs. T. R. E. McInnes  
Dr. G. W. McKean  
Miss J. McKennie  
Mr. and Mrs. N. Master McIntyre  
Mr. E. J. Mahon  
Mr. H. E. Maslin  
Miss V. Mason  
Mr. N. V. Mayan  
Mr. T. L. Miller  
Mr. & Mrs. Morrison  
Capt. J. R. Nasbet  
Mr. & Mrs. W. P. Nelson  
Mr. & Mrs. Nicholson  
Mr. M. R. Nicholson  
Mr. and Mrs. E. O'Connor  
Miss E. O'Connor  
Capt. A. Olden  
Mr. & Mrs. J. J. Parker  
Capt. M. Picknell  
Mr. A. Pignin  
Mr. J. F. Plummer  
Mr. C. R. P. Poirie  
Mr. E. H. Ray  
Mr. F. B. Rairden  
Miss F. Reay  
Mr. A. G. Randall  
Mrs. Richmond  
Mr. & Mrs. H. E. Root  
Dr. & Mrs. Radisch  
Mr. R. Byles  
Dr. J. Salgueiro  
Mr. C. E. Seybt  
Miss H. F. Skinner  
Mr. & Mrs. J. S. Smyth  
Mr. M. C. W. Solner  
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Mr. W. P. Spier  
Mr. B. M. Spiller  
Mr. & Mrs. Steensby  
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Mr. W. Swann  
Mr. & Mrs. C. E. Templeton  
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Mr. F. Travers  
Lt. Tudor  
Mr. H. E. Vail  
Mr. Thos. Vint  
Mr. H. Warren  
Mr. and Mrs. Webster  
Mr. & Mrs. C. F. Wood  
Mr. & Mrs. E. J. Weenink  
Mr. and Mrs. E. Wetzel  
Mr. E. Williams  
Mr. C. G. Wilson  
Mrs. G. C. Yin  
Mr. R. Young  
Mrs. Young

## KITE EDWARD HOTEL.

Corrected to 10th May, 1919.  
Mr. J. H. Adams  
Mr. G. L. Allen  
Mrs. R. Almond  
Dr. E. M. Ager  
Mr. J. Bainbridge  
Mr. A. E. Bait  
Mr. A. Bayson  
Mr. and Mrs. Bridger & family  
Mr. R. W. Brumdie  
Mr. A. Bulloch  
Mr. Choi Shing and son  
Mr. G. E. Cranage  
Mr. W. E. Dalton  
Miss Farrall  
Mr. J. Farrell  
Mr. & Mrs. Faulds  
Mr. J. Featherstonhaugh  
Mr. J. D. Forrest  
Master C. Hammes  
Mr. & Mrs. C. J. Hammes  
Miss F. Hammes  
Mr. A. Hann  
Mr. C. L. Hoffman  
Mr. W. Huxley  
Mr. E. James  
Mr. E. Jobies  
Mrs. J. Johnstone  
Mrs. Kibbe and child  
Mrs. McAlmah  
Mrs. F. M. McGee  
Mr. E. McGee  
Mr. L. McLaren  
Mr. & Mrs. J. D. Milne  
Mr. O. H. G. Nichols  
Mr. J. Noble  
Mr. E. R. Osborne  
Mrs. W. C. Passmore  
Mr. & Mrs. Ranger  
Mr. W. J. Reysolds  
Mr. & Mrs. C. E. Richardson  
Mrs. Robertson  
Mr. H. E. Scriven  
Mr. C. Starkey  
Mr. & Mrs. Stewart  
Mr. and Mrs. W. Underwood  
Mr. J. F. Walker  
Mr. J. Welch  
Mr. G. E. Wetton  
Mr. and Mrs. W. Wilson

## ST. GEORGE'S HOTEL.

Corrected to 7th May, 1919.  
Mr. & Mrs. C. T. Bauman  
Mr. W. B. Beeton  
Mr. Wm. Blackett  
Mr. & Mrs. E. P. Boyce  
Liam J. J. B. C.  
Mr. & Mrs. Benton  
C. Byrd  
Mr. S. S. Church  
Mr. J. Cruickshank  
Mr. & Mrs. H. E. Adams  
Mrs. G. L. Allen  
Mrs. R. Almond  
Dr. E. M. Ager  
Mr. J. Bainbridge  
Mr. A. E. Bait  
Mr. A. Bayson  
Mr. and Mrs. Bridger & family  
Mr. R. W. Brumdie  
Mr. A. Bulloch  
Mr. Choi Shing and son  
Mr. G. E. Cranage  
Mr. W. E. Dalton  
Miss Farrall  
Mr. J. Farrell  
Mr. & Mrs. Faulds  
Mr. J. Featherstonhaugh  
Mr. J. D. Forrest  
Master C. Hammes  
Mr. & Mrs. C. J. Hammes  
Miss F. Hammes  
Mr. A. Hann  
Mr. C. L. Hoffman  
Mr. W. Huxley  
Mr. E. James  
Mr. E. Jobies  
Mrs. J. Johnstone  
Mrs. Kibbe and child  
Mrs. McAlmah  
Mrs. F. M. McGee  
Mr. E. McGee  
Mr. L. McLaren  
Mr. & Mrs. J. D. Milne  
Mr. O. H. G. Nichols  
Mr. J. Noble  
Mr. E. R. Osborne  
Mrs. W. C. Passmore  
Mr. & Mrs. Ranger  
Mr. W. J. Reysolds  
Mr. & Mrs. C. E. Richardson  
Mrs. Robertson  
Mr. H. E. Scriven  
Mr. C. Starkey  
Mr. & Mrs. Stewart  
Mr. and Mrs. W. Underwood  
Mr. J. F. Walker  
Mr. J. Welch  
Mr. G. E. Wetton  
Mr. and Mrs. W. Wilson

## PALACE HOTEL.

Corrected to 7th May, 1919.  
Mr. Wm. Barclay  
Mr. M. Castello  
Mr. J. Crookdale  
Mrs. Donibannon  
Mr. & Mrs. T. Gough  
Mr. W. W. Hipkin  
Mr. J. Jack  
Mr. E. Lamaker  
Mr. C. S. Leys  
Mrs. N. Macdonald  
Mr. D. H. Martin  
Mr. H. Morgan  
Mr. J. C. J. Park  
Mr. H. J. Rowe  
Mr. R. W. Wiloughby  
Mr. & Mrs. H. E. Adams  
Mrs. G. L. Allen  
Mrs. R. Almond  
Dr. E. M. Ager  
Mr. J. Bainbridge  
Mr. A. E. Bait  
Mr. A. Bayson  
Mr. and Mrs. Bridger & family  
Mr. R. W. Brumdie  
Mr. A. Bulloch  
Mr. Choi Shing and son  
Mr. G. E. Cranage  
Mr. W. E. Dalton  
Miss Farrall  
Mr. J. Farrell  
Mr. & Mrs. Faulds  
Mr. J. Featherstonhaugh  
Mr. J. D. Forrest  
Master C. Hammes  
Mr. & Mrs. C. J. Hammes  
Miss F. Hammes  
Mr. A. Hann  
Mr. C. L. Hoffman  
Mr. W. Huxley  
Mr. E. James  
Mr. E. Jobies  
Mrs. J. Johnstone  
Mrs. Kibbe and child  
Mrs. McAlmah  
Mrs. F. M. McGee  
Mr. E. McGee  
Mr. L. McLaren  
Mr. & Mrs. J. D. Milne  
Mr. O. H. G. Nichols  
Mr. J. Noble  
Mr. E. R. Osborne  
Mrs. W. C. Passmore  
Mr. & Mrs. Ranger  
Mr. W. J. Reysolds  
Mr. & Mrs. C. E. Richardson  
Mrs. Robertson  
Mr. H. E. Scriven  
Mr. C. Starkey  
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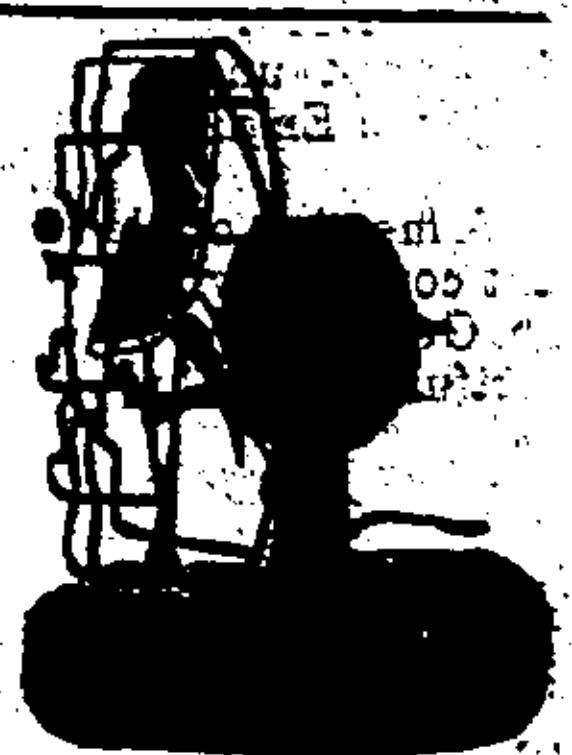
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Mr. B. Miosian  
Bagram  
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Mr. V. Banvard  
Miss V. Berry  
Mr. J. W. Bonties  
Miss E. Brownell  
Mrs. H. A. Batches  
Mr. J. Bado  
Mr. J. Bloom  
Miss N. Crawford  
Sister H. Chervova  
Mrs. E. Cameron  
Mr. C. de la Cruz  
Mr. H. Cruz  
Miss L. Deirians  
Mr. N. Derivante  
Miss & Mrs. N. C. Dorris  
Mr. W. Ezra  
Miss E. Ellsworth  
Miss E. Smith  
Miss & Mrs. U. Gonnella  
Miss A. Grant  
Mr. & Mrs. Graham  
Sister A. Gordokore  
Mr. Roy W. Haig  
Mr. S. Hanes  
Mr. P. M. Heston  
Mr. T. Heston  
Mrs. D. P. Henderson  
Mr. H. G. Hennessey  
Mr. L. Jackson  
Mr. J. Kane  
Miss K. Keane  
Sister H. Kerkorian  
Capt. J. J. Koe  
Miss J. Kelly  
Mr. W. R. Kennedy  
Mr. J. Lane  
Mr. G. B. Lejane  
Miss L. Mirjori  
Miss L. Mavis  
Mr. Wm. Maloie  
Mr. A. Manson  
Miss L. Martin  
Master E. Martin  
Mr. F. B. Martin  
Mr. F. B. Lamb  
Mr. & Mrs. D. K. Blair  
Mr. E. G. Bolton  
Mr. H. J. Brett  
Rev. E. A. C. F. Bunde  
Mr. A. J. Carter  
Mr. and Mrs. J. Muller  
Mr. & Mrs. F. J. Norbury  
Mr. S. H. Peck  
Lt. Col. and Mrs. L. Col. Peckham  
Mr. G. O. Peters  
Mr. T. L. Perkins  
Mr. E. A. Ram  
Mr. & Mrs. F. S. Biddle  
Mr. W. E. Roberts  
Mr. F. J. de Rome  
Major V. J. Scan-  
clbury  
Lt. Stevens  
Mr. Tindley A. Gill  
Mr. J. L. Groves  
Mr. & Mrs. Hagill  
Mr. S. Hanes  
Miss E. Hanes  
Mr. & Mrs. Hanes  
Miss H. de F. Hot-  
chins

## PRAX HOTEL.

Corrected to 9th May, 1919.  
Mr. H. Atwell  
Mr. G. W. Easton  
Mr. C. B. Bird  
Mr. & Mrs. D. K. Blair  
Mr. E. G. Bolton  
Mr. H. J. Brett  
Rev. E. A. C. F. Bunde  
Mr. A. J. Carter  
Mr. and Mrs. J. Muller  
Mr. & Mrs. F. J. Norbury  
Mr. S. H. Peck  
Lt. Col. and Mrs. L. Col. Peckham  
Mr. G. O. Peters  
Mr. T. L. Perkins  
Mr. E. A. Ram  
Mr. & Mrs. F. S. Biddle  
Mr. W. E. Roberts  
Mr. F. J. de Rome  
Major V. J. Scan-  
clbury  
Lt. Stevens  
Mr. Tindley A. Gill  
Mr. J. L. Groves  
Mr. & Mrs. Hagill  
Mr. S. Hanes  
Miss E. Hanes  
Mr. & Mrs. Hanes  
Miss H. de F. Hot-  
chins



## NOTICE

## Columbia Dry Batteries

## Strength and Reliability

and of permanent importance in the modern world. The Columbia Dry Battery is the most reliable and most powerful of all batteries. It is the only battery that will give you a steady, continuous current of electricity for a long time. It is the only battery that will give you a steady, continuous current of electricity for a long time. It is the only battery that will give you a steady, continuous current of electricity for a long time.



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## EXCHANGE

## SELLING

|                   |          |
|-------------------|----------|
| T/T Demand        | 3/6 3/4  |
| 30 d/s            | 3/7 1/16 |
| 60 d/s            | 3/7 3/16 |
| 4 m/s             | 3/7 5/16 |
| T/T Shanghai      | Nom.     |
| T/T Singapore     | 152      |
| T/T Japan         | 62       |
| T/T India         | Nom.     |
| Demand, India     | Nom.     |
| T/T San Francisco | 83 3/4   |
| co & New York     |          |
| T/T Java          | 202 1/4  |
| T/T Marks         | N.m.     |
| T/T France        | 5.16 1/2 |
| Demand, Paris     | 5.17     |

## BUYING

|                                     |           |
|-------------------------------------|-----------|
| 4 m/s. L/C                          | 3/8       |
| 4 m/s. D/P                          | 3/8 1/4   |
| 6 m/s. L/C                          | 3/8 3/4   |
| 30 d/s. Sydney and Melbourne        | 3/8 1/4   |
| 30 d/s. San Francisco co & New York | 85 1/4    |
| 4 m/s. Marks                        | Nom.      |
| 4 m/s. France                       | 5.34      |
| 6 m/s. France                       | 5.39      |
| Demand Germany                      |           |
| Demand New York                     | 81 3/4    |
| T/T Bombay                          | Nom.      |
| Demand, Bombay                      | Nom.      |
| T/T Calcutta                        | Nom.      |
| Demand, Calcutta                    | Nom.      |
| Demand, Manila                      | 171       |
| Demand, Singapore                   | 152       |
| On Haiphong                         | Nom.      |
| On Saigon                           | 43 1/4    |
| On Bangkok                          | 5.55 Nom. |
| Sovereign                           | 41.20     |
| Gold leaf per Tael                  | 41.20     |
| Bar Silver, per oz                  | ...       |

## SUBSIDIARY COINS

|                    |            |
|--------------------|------------|
| DISCOUNT PER \$100 |            |
| H'kong 50 cts sub. | 8 1/2 dis  |
| 10                 | 11 1/2 dis |
| 5                  | 14 1/2 dis |
| C. coins           | 17 1/2 dis |

## HANKOW-CANTON-SZECHUAN RAILWAY.

## GOVERNMENT'S REPLY TO THREE POWERS.

A few days ago the Ministry of Communications replied to the British, French and American Legations regarding their request to cancel the German privileges in the Hankow-Canton-Szechuan Railway. Now, the Government, after careful discussion, has decided upon the following measures in that connection and communicated same to the said three Legations:—(1) The rights and privileges formerly conceded to Germany by China should be cancelled, therefore, China, enjoying the same rights on the said railway as Britain, France and America, has the right to raise the necessary funds herself for the construction of the line, and (2) if the three Powers concur, wish to succeed to the Hankow-Canton-Szechuan Railway, they may do so by the payment of \$2,500,000, which according to the original agreement would have been paid by the Germans. The three Powers have been requested to agree to either of the above measures.—Peking Leader.

## NOTICE

## PUBLIC AUCTIONS.

THE undersigned has received instructions to sell by Public Auction on

WEDNESDAY, the 21st May, 1919.

at noon

at his Sales Rooms, Duddell Street

The Wreck of the S. S. "Chiyo Maru" as she now lies off the east Lema Islands.

Terms: Cash on fall of the hammer, when vessel will be at purchaser's risk.

Geo. P. LAMMERT Auctioneer.

THE undersigned have received instructions to sell by Public Auction on

SATURDAY, the 17th, May 1919.

commencing at 12 o'clock (noon) at his Sales Rooms, Duddell Street

- Underwood Typewriter Visible No. 3-18
- Remington Typewriter Visible No. 10-18
- Oliver Typewriter Visible No. 5-12
- Monarch Typewriter Visible No. 3-14
- Remington Typewriter Visible No. 31-18
- Oliver Typewriter Visible No. 5-18
- Monarch Typewriter Visible No. 3-18

all in perfect working order and condition.

On view from Thursday, the 15th inst.

Terms: Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

## UNION INSURANCE SOCIETY OF CANTON LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Forty-sixth Ordinary Yearly Meeting of the Society will be held at its Head Office Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, 22nd May, 1919, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager,  
Hongkong, 9th May, 1919.

## WISEMAN, LTD.

## TEA DANCES

TO-DAY

May 13th

and

THURSDAY,

May 15th.

## HIMROD'S

Diets Instant Relief  
It cures all the most common ailments, such as Cough, Cold, Sore Throat, Hoarseness, Asthma, Influenza, Hay Fever, Catarrh, and Ordinary Cough. It is a most reliable remedy, and is sold in all the leading chemists and druggists.

## NOTICE

## BRITISH TRADERS' INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Fifty-third Ordinary Yearly Meeting of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, 22nd May 1919, at 12.45 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager,  
Hongkong, 9th May, 1919.

## THE CHINA FIRE INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Fiftieth Ordinary Yearly Meeting of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, 22nd May, 1919, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board,  
C. H. P. HAY,  
Deputy General Manager,  
Hongkong, 9th May, 1919.

## THE HONGKONG ELECTRIC COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY GENERAL MEETING will be held at the Company's Offices, St. George's Buildings, on Saturday, the 17th May, 1919, at 11.30 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February 1919, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be closed from the 3rd May to the 17th May, both days inclusive.

By Order of the Board of Directors  
GIBB, LIVINGSTON & CO.,  
Agents,  
Hongkong, 28th April, 1919.

## PREVENT DISEASE

## "INSECTOX"

IMPROVED "HEPPELL'S FLY SPRAY"

SUPPRESSES FLIES, MOSQUITOS & OTHER INSECT DISEASE CARRIERS

"INSECTOX OUTFITS" consisting of a bottle of "Insectox" and a bottle of "Household Insectox".

Price \$4.00

"HOUSEHOLD INSECTOX" Bottle, for use in homes, hospitals, hotels, etc.

Price \$1.30 per tin.

"CRUDE INSECTOX" Bottle, extra strong, for use in camps, stables, factories, cattle yards, etc.

Price \$1.30 per tin.

"HORTICULTURAL INSECTOX" Bottle, for spraying plants infested with greenfly, etc. Harmless to plants.

Price 70c. per tin.

On sale at Messrs. A. S. Watson & Co., Hongkong & Kowloon, Bakilly Co., Hongkong, and leading stores.

FRANK SMITH & CO.,  
Sole Agents

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FRANK SMITH & CO.,  
Sole Agents

## NOTICE

## G. P. O. R.

All persons, with the exception of those of Chinese race, desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily at THE PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 1 day are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

## \$ DIRECTORY

Nearly 2 of the Total Issue were sold last week.

Have you got Your copy yet?

BREWER & CO.  
23 Queen's Road.

## THE CANTON INSURANCE OFFICE, LTD.

## NOTICE TO SHAREHOLDERS.

The thirty-eighth Ordinary Yearly Meeting of shareholders will be held at the Offices of the undersigned on Wednesday the 21st May 1919, at 11.30 a.m.

The Transfer Books and Register of Members of the Company will be closed from the 7th May to the 21st May, both days inclusive.

Immediately after the above mentioned Meeting the General Agents in pursuance of Article 17 of the Company's Articles propose to ask the Consulting Committee to sanction a call of \$50 per share in respect of the monies unpaid on the shares held by members of the Company.

At the same time the General Agents will also under Article 104(p) ask for the sanction of the Consulting Committee to the payment of a special dividend of \$50 per share (payable immediately after the call) out of the Reserve Fund.

Should these sanctions be obtained the Transfer Books and Register of Members will be closed for an additional 14 days, i.e. until and including the 4th June 1919.

JARDINE MATHESON & CO., LTD.  
General Agents,  
Hongkong, 30th April, 1919.

## THE HONGKONG &amp; SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.  
Honorary Secretaries & Treasurers,  
Hongkong, 15th January, 1919.

## LESSONS IN CHINESE

MR. LI HOY YAN, a Chinese graduate from the University of Hongkong, has been a teacher for over 20 years. He has a good method of teaching and is well known for his success in the Chinese examination, and is a member of the Chinese Language Association. He has also a good knowledge of the Chinese language and is well known for his success in the Chinese examination, and is a member of the Chinese Language Association.

## BANKS

## THE BANK OF CHINA

## GOVERNMENT BANK

(Specially authorized by Presidential Mandate of 12th November, 1917.)

Authorized Capital \$20,000,000.00

Paid-up Capital \$12,500,000.00

Reserve Funds \$3,187,400.00

HEAD OFFICE: PEKING.

BRANCHES & SUB-BRANCHES:

(Peking): Haikow, Tungchow,

(North): Miyun, Chobai, Fakhien,

Nimlansan, Hsuanhua, (Chihli):

Tientsin, Pootung, Lutai, Tsinhai-

shan, Sangsang, Shantung, Tang-

shan, Taming, Chohaihsien Weinsien,

(Manchuria): Changchun, Moulun,

Kirin, Taitshih, Newchang, Liao-

yuanchow, Heho, Haimingfu,

Tsuanfu, Harbin, Dalny, Antung,

Tiching, Chinghsien, Sifeng, Hulan,

Suiwu, Hailanfu, Ninguta, Kung-

chuhing, Liaoyang Fuyu, Yenchih,

Kaipingien (Hupoh): Hankow,

Shasi, Ichang, (Hunan): Changsha,

(Kiangsu): Shanghai, Nanjing,

Soochow, Yangchow, Chinkiang,

Wushih, Hsuehpu, Tungchow,

(South): Tsinkiang, (Shantung):

Tsinan, Tsingtao, Chefoo, Tenghsien,

Lintsinhsien, (Shensi): Taiyuanfu,

Yunsheng, Sinkianghsien, Tatumfu,

(Honan): Kaifung, Chowkiakow,

Hsuhhsien, (Kwangtung): Hongkong,

Canton, Swatow, Kungchow, Puk-

ien: Foochow, Amoy, Hankow,

Chuanchowfu, Changchowfu, San-

tao, (Chekiang): Hangchow, Shao-

shing, Huchowfu, Kashing, Wenchow,

Nimpo, Lanchi, Yuyao, Haimen,

(Kiangsi): Nanchang, Kinkiang,

Kanchowfu, Chintehchen, Chian,

(Anhui): Wuhu, Anking, Pangfow,

Luchowfu, Tatum, Tungki, Luau,

(Szechuen): Kweichow: Kweichow,

(Shansi): Sianfu, Hangchowfu,

(Suiyuan): Kweichow, Paotow-

shen (Tashan): Kalgan Fengchen,

(Urga): Urga, Hakiaboo.

HONGKONG BRANCH.

Interest allowed on current accounts and fixed deposits. Terms on application. Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for home exchange.

TEYEE PEI, Manager.

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HONGKONG BRANCH.



## NOTICES

THE NAME INSURES QUALITY

*"Golofina"*

Sold in

Two Sizes

Perfectos  
and  
BouquetsThe Cigar with the Havana Flavour  
Made from Highest Grade Jamaica Leaf.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

Do You Suffer from any  
SKIN OR BLOOD DISEASE

such as Eczema, Scabies, Red Leg, Abscesses, Ulcers, Glandular Swellings, Boils, Pimples, Sores of any kind, Piles, Blood Poison, Rheumatism, Gout, etc. If you do waste your time and money on useless lotions and ointments which cannot get below the surface of the skin. What you want, and what you must have to be permanently cured, is a medicine that will thoroughly free the blood of the poisonous matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is

composed of ingredients which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising), and by restoring it to its normal state, can be relied on to effect a complete and lasting cure.

THE TRUE VALUE OF Clarke's Blood Mixture is certified by almost remarkable cures of untold patients of all classes—patients who have been cured after being given up as incurable—patients who have been cured after trying many other treatments without success. See page 10 of our book.

Clarke's Blood Mixture is pleasant to take and guaranteed harmless to the most delicate constitution of either sex. Of all chemists and druggists.

REFUSE SUBSTITUTES.

**Clarke's  
Blood  
Mixture**  
WILL CURE YOU  
PERMANENTLY.

## SHIPPING.

## VESSELS ARRIVED.

MAY 13.

Manapouri, 1288, Br. Capt. Jones, Singapore, Moller.—Mooring—B 7.  
Pakhoi, 1228, Br. Capt. Cowan, Wuhu, B. & S.—Mooring—C 46.  
Chihli, 1148, Br. Capt. McGarity, Canton, B. & S.—Mooring—C 16.  
Sunning, 1570, Br. Capt. Benson, Shanghai, B. & S.—Mooring—B 10.  
Hsin Lee, 720, Ch. Capt. Ucsagi, Weihaiwei, Tai Hong.—Mooring—B 9.  
Chofu Maru, 933, Jap. Capt. Ikeda, Bangkok, M. B. K.—Mooring—B 11.  
Ah Pit Tai, 484, Ch. Capt. Lam Ng-m, Haiphong, Chiat On.—Mooring—C 44.  
Kango, 163, Ch. Capt. Noronka, Hoihow, Shun Tai.—Mooring—C 42.  
Chik Sheng, 443, Ch. Capt. Wilks, Hoihow, Hong Lee.  
Wei Shun, 866, Ch. Capt. Sheldray, Shanghai, San Pak.—Mooring—C 14.  
Chuan On, 225, Ch. Capt. Jorge, Hoihow, Shun Tai.—Mooring—C 44.

## VESSELS CLEARED.

Wei Shun for Canton  
Chuan On for Hoihow  
Pakhoi for Canton  
Chofu Maru for Wuhu  
Sunning for Canton  
Chihli for Shanghai  
Brisbane for Hongay  
Tamsang for Haiphong  
Tamsang Maru No. 2 for Macao  
Ah Pit Tai for Hoihow

## POST OFFICE.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

## INWARD MAILS.

Manila—Per COLOMBIA, 14th May.  
Manila & Japan—Per SHINYO MARU, 15th May.

## OUTWARD MAILS.

## TO-MORROW.

Fort Bayard—Per CORNELIA, 14th May, 8 a.m.  
Hoihow and Bangkok—Per HAIMUN, 14th May, 9 a.m.  
Fort Bayard—Per WINGHANG, 14th May, 10 a.m.  
Swatow & Straits—Per LINAN, 14th May, 10 a.m.  
Swatow—Per FREEMANTLE, 14th May, 10 a.m.

Haiphong, Saigon, Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Aden, Egypt & EUROPE VIA MARSEILLES—Per PAUL LECAT, 14th May, Beg. 9.45 a.m. Letters 10.30 a.m.

Japan via Kobe—Per TENSUO MARU, 14th May, 11 a.m.

Straits, Bangkok and Calcutta—Per YATSHING, 14th May, 2 p.m.

Philippine Is.—Per TAMING, 14th May, 2 p.m.

Swatow, Shanghai and North China—Per CHOYSANG, 14th May, 5 p.m.

Straits and Bangkok—Per SUN TAK, 14th May, 5 p.m.

## THURSDAY, 15TH MAY.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA SUEZ—Per PAK LINE, 15th May, Beg. 1.45 p.m. Letters 2.30 p.m.

The Parcel Mail will be closed on Wednesday, 14th May, at 5 p.m.

Shanghai and North China—Per SUNNING, 15th May, 3 p.m.

Swatow and Amoy—Per VAN WAERWICK, 15th May, 3 p.m.

FRIDAY, 16TH MAY.  
Swatow, Amoy and Foochow—Per HAITAN, 16th May, 1 p.m.

SATURDAY, 17TH MAY.  
Shanghai and North China—Per CHENAI, 17th May, 5 p.m.

## WEATHER REPORT.

May 12, 12.5m.—In the continued absence of telegraphic reports from important stations, a summary of pressure distribution can be given, and no weather map will be issued.

Hongkong Rainfall for the 24 hours ending at 12 a.m. to-day, 0.24 inch. Total since January 1st 1911 inches against an average of 15.39 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

| District                                   | Forecast                              |
|--|---------------------------------------|
| 1 Hongkong to Cap. Reef                    | S.E. or variable winds; cloudy, rain. |
| 2 Far-west China                           | None.                                 |
| 3 South coast of China to H.K. and Lanchow | None.                                 |
| 4 South coast of China to H.K. and Hainan  | None.                                 |

China Coast Meteorological Register, May 14, a.m.

| Station  | Hour | Barometer | Temperature | Humidity | Wind | Direction | Force | Weather |
|----------|------|-----------|-------------|----------|------|-----------|-------|---------|
| Forecast | 6a   |           |             |          |      |           |       |         |
| Hongkong | 6a   | 29.93     | 61          | 96       | 1.0  |           |       |         |
| Shanghai | 6a   | 29.98     | 60          | 55       | 1.0  |           |       |         |
| Amoy     | 6a   | 29.93     | 63          | 94       | 1.0  |           |       |         |
| Swatow   | 6a   | 29.91     | 74          | 92       | 1.0  |           |       |         |
| Shanghai | 6a   | 29.93     | 61          | 96       | 1.0  |           |       |         |
| Amoy     | 6a   | 29.79     | 74          | 92       | 1.0  |           |       |         |
| Swatow   | 6a   | 29.79     | 74          | 92       | 1.0  |           |       |         |
| Shanghai | 6a   | 29.79     | 74          | 92       | 1.0  |           |       |         |
| Amoy     | 6a   | 29.75     | 75          | 90       | 1.0  |           |       |         |
| Swatow   | 6a   | 29.75     | 75          | 90       | 1.0  |           |       |         |
| Canton   | 6a   | 29.74     | 74          | 100      | 0.0  |           |       |         |
| Shanghai | 6a   | 29.73     | 77          | 99       | 1.0  |           |       |         |
| Amoy     | 6a   | 29.72     | 75          | 96       | 1.0  |           |       |         |
| Swatow   | 6a   | 29.71     | 75          | 96       | 1.0  |           |       |         |
| Shanghai | 6a   | 29.74     | 77          | 95       | 2.0  |           |       |         |
| Amoy     | 6a   | 29.79     | 79          | 84       | 7.0  |           |       |         |
| Swatow   | 6a   | 29.81     | 77          | 92       | 0.0  |           |       |         |
| Shanghai | 6a   | 29.81     | 79          | 95       | 0.0  |           |       |         |
| Amoy     | 6a   | 29.78     | 79          | 89       | 1.0  |           |       |         |
| Swatow   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Canton   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Shanghai | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Amoy     | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Swatow   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Canton   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Shanghai | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Amoy     | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Swatow   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Canton   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Shanghai | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Amoy     | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Swatow   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Canton   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Shanghai | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Amoy     | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Swatow   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Canton   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
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| Amoy     | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Swatow   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
| Canton   | 6a   | 29.73     | 75          | 91       | 0.0  |           |       |         |
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